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No. 3.

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GRAIN DEALERS' NATIONAL ASSOCIATION.

All roads will lead to Cincinnati, Ohio, on October 1 for the annual meeting of the Grain Dealers' National Association, which will be held there on October 2 and 3. A large attendance is expected, as preparations have been made for an excellent program and the local committees in Cincinnati are making ample arrangements for the comfort and entertainment of guests while in the city.

The city of Cincinnati in point of location is admirably situated for a convention of grain dealers. Almost midway between North and South and the East and the West, it will make necessary the shortest possible journey for the greatest number, and the season of the year is most propitious for a delightful visit to the Queen City of the South. The invitation which the city extends is most hearty and is given to dealers in all sections.

A word about the city of Cincinnati might be interesting. The city proper and the adjacent belongings contain considerably over 550,000 people. The industrial activities largely represent manufacturing operations covering a wide range of lines and interests. The number of establishments, large and small, reaches about 8,000. The capital employed is about \$150,000,000. The value of real estate occupied is about \$75,000,000, and value of product in 1905 about \$345,000,000. During the year 1906 the receipts of wheat were 4,126,822 bushels; corn, 12,793,810 bushels; oats, 12,090,482 bushels; barley, 1,466,624 bushels; rye, 650,806 bushels.

THE COMMITTEES.

The committees for the meeting are as follows:
General Committee—W. A. Bennett, chairman; C. E. Van Leunen, secretary; A. C. Gale, treasurer.

Committee on Finance—A. C. Gale, chairman; Chas. Schmidt, W. R. McQuillan, W. W. Granger, L. B. Daniels, B. F. Kyle and Dr. A. Zeckendorf.

Committee on Badges and Entertainment—Dr. A. Zeckendorf, chairman; F. F. Collins, L. B. Daniels, Jos. F. Costello, Fr. R. Maguire, W. R. McQuillan, P. M. Gale, J. Ellis, Chas. Schmidt, Alfred Gowling, James A. Loudon, W. W. Granger, C. E. Van Leunen, A. C. Taylor, B. F. Kyle, W. A. Bennett, J. E. Collins, Jr., A. C. Gale, August Ferger, John De Mollett and Wm. Stueve.

Committee on Publication—H. Lee Early, chairman; Alfred Gowling, W. W. Granger, James A. Loudon and J. W. Ellis.

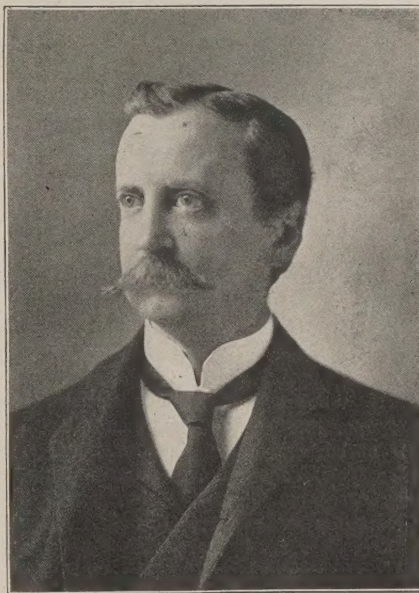
The program as prepared by President England is as follows:

Wednesday, October 2—Morning Session, 9 O'clock.

Invocation—Reverend John L. Hill, Cincinnati.

Address of Welcome on Behalf of the State of Ohio—Gov. Andrew L. Harris.

Address of Welcome on Behalf of the City of Cincinnati—Mayor Edward J. Dempsey.



CHARLES ENGLAND.

President Grain Dealers' National Association.

Address of Welcome on Behalf of the Cincinnati Chamber of Commerce—President W. A. Bennett.

Response on Behalf of the Grain Trade—Geo. F. Stone, Secretary Chicago Board of Trade.

President's Report—Charles England, Baltimore.

Report of Executive Committee—J. W. McCord, Columbus.

Report of Secretary-Treasurer—John F. Courcier, Toledo.

Appointment of Special Committee.

Afternoon Session, 2:30 O'clock.

Review of Uniform Grade Congress—J. W. McCord, Chairman Uniform Grade Congress.

Report of Uniform Grade Congress—John F. Courcier, Secretary Uniform Grade Congress.

Address: "Uniform Grading From the Exporter's Point of View"—Geo. F. Reed, Boston.

Address—Senator Joseph B. Foraker.

Report of Transportation Committee—H. G. Morgan, Pittsburg, Pa.

Report of Arbitration Committee—Warren T. McCray, Kentland, Ind.

Thursday, October 3—Morning Session, 9:30 O'clock.

Report of Legislative Committee—W. N. Eckhardt, Chicago, Ill.

Report of Trade Rules Committee—E. A. Grubbs, Greenville, Ohio.

Address—"The Solution of the Shortage Problem," A. E. Schuyler, Assistant Weighmaster Chicago Board of Trade.

Report Membership Committee—A. G. Tyng, Peoria, Ill.

Address: "Bills of Lading"—Wm. Ingle, vice-president Merchants' National Bank, Baltimore, Md. Member of the Bill of Lading Committee of American Bankers' Association.

Address—Hon. Martin A. Knapp, Chairman of the Interstate Commerce Commission.

Afternoon Session, 2:30 O'clock.

"Past and Future of the Grain Dealers' National Association"—Henry L. Goemann, Toledo.

Report of Special Committees:

Crop Reports—Frank I. King, Toledo.

Demurrage—C. A. Burks, Decatur, Ill.

Hay and Grain Associations—Henry L. Goemann, Toledo.

Grain and Mill Feed Association—J. W. McCord, Columbus.

Confirmation Blank—J. M. Dennis, Baltimore.

Unfinished Business.

Election and Installation of Officers.

New Business.

Adjournment.

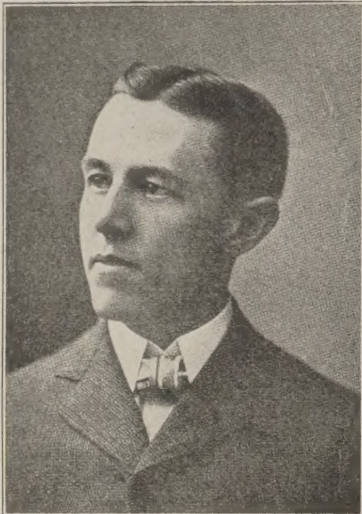
Convention Headquarters.

Hotel Sinton has been selected as the headquarters for the convention. It is one of the finest and best equipped hotels in America. It has 400 rooms, of which more than 250 contain private baths and all are arranged en suite. The rates are \$2.00 per day and upward, or \$2.50 and upwards with bath, one dollar additional being charged for two persons in the rooms. The hotel has a grand convention hall and assembly room on the ninth floor, well adapted for convention purposes. It would be advisable for those intending to be present at this meeting to secure rooms in advance. This will insure comfortable quarters, and will also relieve

guests of the discomforts of waiting for arrangements on arrival.

Transportation Arrangements.

Central Passenger Association—Two cents a mile in each direction from Central Passenger Association Territory, to be effective via all routes over which short-line one-way fares regularly apply from starting point to Cincinnati; selling tickets of Standard form 1-A on September 30 and October 1, return limit October 5, 1907.



FRED MAYER.

Second Vice-President Grain Dealers' National Association.

Western Passenger Association—Summer tourist fares in effect to Chicago, Peoria and St. Louis, from a large part of the territory covered by the Western Passenger Association, at the time of the convention, will be on the basis of two cents a mile each way; therefore, if delegates will purchase tourist tickets to those points and then re-buy at the reduced fares authorized therefrom, they will secure a rate of practically one and a third fare for the round trip, on the basis of the old rates. Summer tourist tickets will be on sale to Chicago and St. Louis from points west of the Missouri river and east of and including Denver, Colo., and Cheyenne, Wyo., at approximately fare and one third of the fares in effect February 1, 1907.

Southwestern Excursion Bureau—The summer tourist rate in effect from all points in the Southwestern Excursion Bureau Territory to Cincinnati is one and a third fare plus \$2.50 for the round trip; the exact rate in dollars and cents to be ascertained by delegates upon application to the local agent.

New England—Delegates residing in the territories covered by the New England Trunk Line and Southeastern Passenger Associations, respectively, can, in a number of cases, secure reduced fares by purchasing tickets to the nearest point from which reductions are in effect—as above stated—and then re-buying to Cincinnati.

Special Train From Chicago—The Big Four Railroad will run a train from Chicago especially for the convenience, comfort and pleasure of our delegates. This train will be known as the Grain Dealers' Special, and will be made up of a parlor car, a dining car, and 78-foot day coaches with high-back seats. Leaving Chicago Tuesday, October 1, at 2:30 p. m., the special will stop at Kankakee, La Fayette and Indianapolis for delegates wishing to take the train at those points. Fare from Chicago will be \$6.00. To engage passage on this train, write I. P. Spining, General Agent, 238 Clark Street, Chicago.

Always send car numbers promptly. Some shippers are careless. They neglect to send car numbers when they ship. Occasional car needs immediate handling. Advise shipments immediately; give instructions on each car; see that the cars are in good condition, properly sealed and started right if you wish to avoid trouble.—King & Co.

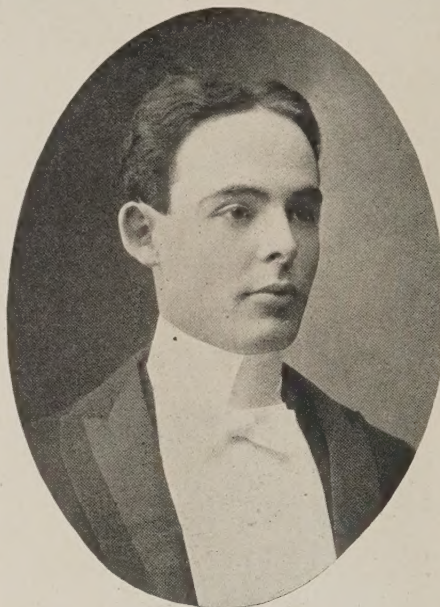
[For the Ohio Grain Dealers' Association.]

BUYING CLEANED GRAIN.

By A. B. BEVERSTOCK.

While President Mayer and I were at the supper table last night something was said about the importance of clean grain. As I am greatly interested in that subject I agreed to speak this morning, not to exceed five minutes, on the fight we are making in Richland County to get the dealers to pay for only clean grain, allowing the farmer to take home the screenings.

A few years ago there were no receiving separators in our territory, but the effort put forth in Richland County has resulted in the installation of a separator in nearly every mill and warehouse. Some of us have made a persistent effort to point out to the dealer the many advantages of cleaned wheat. First, it will always give the best of satisfaction and bring the top price. It will keep better, being less apt to bin burn or mush, on the same theory that clean corn will not spoil as quickly as corn that contains filth. When a shipper has gained a reputation for clean wheat he not only secures the top price but frequently



W. S. WASHER.

First Vice-President Grain Dealers' National Association.

a premium, and can rest content that his weight will hold out and his draft will be paid.

A few days ago a neighboring dealer came to our plant to inspect our separator with the object in view of installing one in his own. He was quick to notice and called attention to the fact that the scalper at the head had tailed over a couple of bushels of stone and dirt, and, on further analysis, he found some burrs, bolts, small piece of chain and a pair of blue goggles. Had the cleaner not been installed this filth would have been paid for by someone—if not the warehouse man, then the miller, the track buyer or the exporter. Since the advent of the wind stacker it seems that both farmers and threshers are getting more careless each year. We go after the threshers as hard as possible, but they reply that the farmer urges them to make all possible speed, as it is difficult to get help and labor is so high that no more time than possible must be spent in threshing.

If you have a separator your wheat is in such condition that you can take advantage of wheat corners because the wheat will grade in any market; and when you meet this condition you can generally make enough out of one deal to pay for your entire plant. Not only are the above advantages gained, but the greatest of all is secured in eliminating the objectionable grain tester. In our community the very sight of a grain tester displeases the average farmer. Why not with one sweep gain all of the advantages I have enumerated? Why not dispense with the objectionable

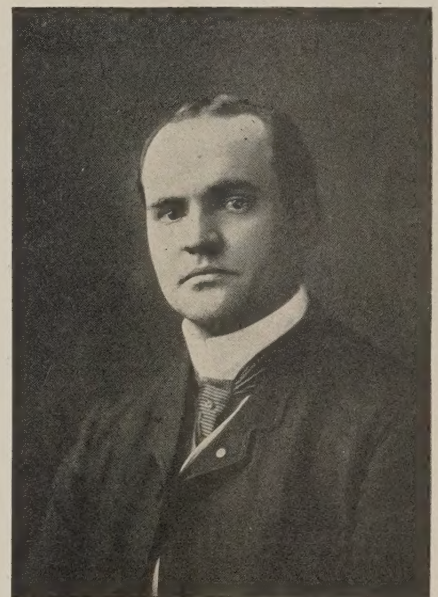
tester as well as other objectionable features? The fair-minded dealer will be just as honest with himself as with his neighbor. The successful dealer will apply the golden rule and be true to himself.

Whenever a grain dealer preaches against the criminal practice of speculation and at the same time receives into his house wheat of low test and inferior quality to mix with good wheat, he is the criminal himself. He receives the low-test, bin-burned or musty wheat into his house under the delusion that he can mix it with a quantity of good wheat and, as he says, "have it slip through," thus defrauding either the miller, the track buyer or the exporter. This plan may work once in a while, but it will be found out sooner or later and the loss will be greater than if it had never been started. Don't labor under the delusion that inferior wheat can be mixed with good and slip through or fool all the dealers all the time. If a cleaner is installed a dealer will get his money back in an average of five years simply from the revenue from cleaning seed wheat, to say nothing about the benefits he may eventually derive from farmers sowing wheat that is absolutely clean.

I speak for no particular machine. Nearly all of them are good. I merely want this Association to realize that about 90 per cent of the dealers in Ohio are groping in the darkness in buying wheat as it comes from the thrasher. I want this Association to realize that its members are being imposed upon more each year by threshers, farmers and unscrupulous buyers who are not members. I want this Association to realize that it is not a fair deal to allow its members to suffer loss by threshers and farmers trying to see how many bushels of filth they can run out instead of how many bushels of clean wheat.

When a farmer brings in his clover or timothy seed for sale you would not think of paying for it unless it was cleaned. I stand ready to renounce the cleaner if anyone can give me a sane reason why it is not just as fair to buy clean wheat as it is clean seed?

Some will say that the farmers will not stand for having their grain cleaned. To those who



J. F. COURCIER.

Secretary Grain Dealers' National Association.

offer this objection I can speak from the experience of several different houses and say that it is not true. In one of our houses, where about 100,000 bushels are handled, we had three or four complaints the first few months and none thereafter; another where about 80,000 is purchased had two complaints and still another had none whatever. We simply pay for the clean wheat and allow the farmer to take back his screenings for the chickens. I overheard one farmer telling

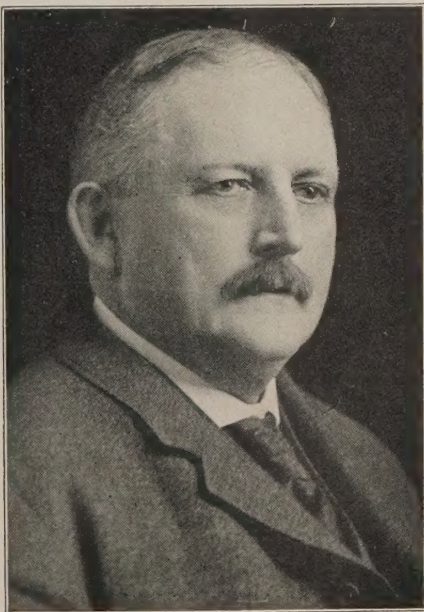
our warehouseman that if there was any particular thing that made his wife happier than another it was to see him start to the elevator with a load of wheat because she knew she would get a sack of screenings for the chickens.

It occurs to me that some of us come to these meetings thinking we may discover some new and wonderful secrets in handling grain or some way of fathoming the devious and uncertain ways of the grain market. In this way we look over many little things that, if given the attention they deserve, would put a good many dollars into our time pockets that do not find their way there at the present. We are always looking on and on, as Brother Jenkins says, and, at the same time, are stumbling over little things, like the loaning of grain bags, mutual and living price agreements and especially to pay for only clean grain.

Try to reason with your neighbor dealer. He may have nearly as many good points as yourself. Don't keep looking forever at the big things that can never be accomplished and allow the little things that you can remedy to devour your profits and defraud your posterity. Reason with your neighbor about the advantages of clean grain. Make the farmer's wife happy by giving back the screenings. Do away with the grain tester by substituting something that is more satisfactory to the farmer and far more satisfactory to yourself.

THE MATTER OF RECONSIGNMENTS.

From a railway point of view, "the most perplexing and pressing problem" of the hour, as J. W. Midgeley puts it, is "how to obtain the highest degree of efficiency from the facilities in use;" in other words, how to check and put a stop to the abuses that have grown up and are now clogging to the limit the system of interchanging freight cars. To reform the system the mileage system of rental was changed to the per diem system, which it was thought would have a beneficial effect, and for and for a time did so, until the shifty shipper and



W. A. BENNETT.
President of Chamber of Commerce.

carrier alike began to take advantage of and to abuse the regulation; for as Mr. Midgeley says in the Railway and Engineering Review, "owing to the indulgent manner in which the reform was administered, and the undue regard for favored shippers and for inadequately equipped roads, the restoration of cars to the owners, instead of being accelerated was retarded by the operation of the per diem. Thus, while the new method benefited car owners greatly by means of increased returns

upon their investment (and from that standpoint justified the claims of its promoters), it failed to insure to owners the use during busy seasons of the additional cars they had annually spent many millions to acquire."

So the problem is still a "burning one," in which consideration of favors to shippers and poorly equipped roads must, in Mr. Midgeley's view, take second place to the interests of car owners—the individual roads which own the cars and which can make earnings only when the cars carry commodities; and as it is imperative from this point of view that "every obstacle to the release and return of cars to owners be swept away," Mr. Midgeley proposes the following:

An excellent opportunity to correct irregularities growing out of the reconsignment privilege would seem to have been afforded by the United States Supreme Court. In a case entitled "Gulf, Colorado & Santa Fe Ry. Co., Plaintiff in Error, vs. State of Texas," Supreme Court Reporter, vol. 27, No. 8 (decided last February) the point at issue was whether the transportation in question should be considered interstate or local. It occurred in December, 1901, and January, 1902. Certain grain dealers bought through a rival firm at Kansas City two cars of corn for ultimate delivery at Goldthwaite, Tex. The initial shipment was from Hudson, S. D., via the C., M. & St. P. Ry. to Kan-



HOTEL SINTON.
Convention Headquarters.

sas City, where it was unloaded into an elevator and forwarded thence via the K. C., P. & G. R. R. to Texarkana, with notation upon the bill of lading, at that point to notify the consignee. The shipment remained there five days and was then billed via the Texas & Pacific Ry. and Gulf, Colorado & Santa Fe Ry. to Goldthwaite.

It appears that the Texas Railroad Commission has established a schedule, according to which, if the grain had been treated as a local shipment from Texarkana to Goldthwaite, the total charges would have more than accrued under the application of a through rate from Kansas City to Goldthwaite, which had been duly filed with the Interstate Commerce Commission. The charges, however, were prepaid to Texarkana, therefore, so far as the acts of the carrier were concerned, the original transaction terminated at Texarkana. That, at least, was the construction placed upon it by the state courts, and it was affirmed by the United States Supreme Court.

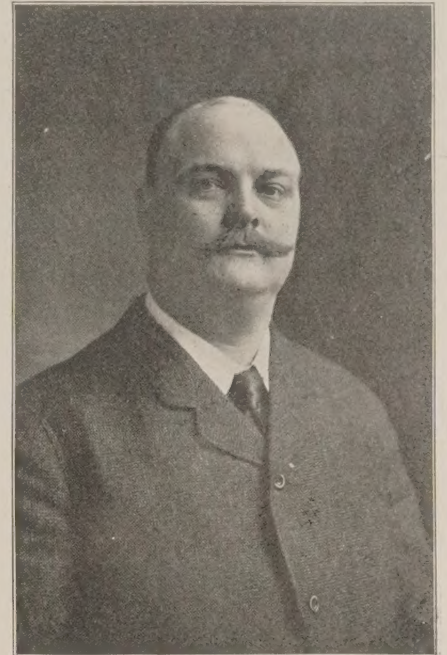
It has been intimated that the defendant railroad had in effect a general circular allowing the reconsignment privilege on grain shipments forwarded from Texas points; but that was not in evidence, nor is it likely that its introduction would have affected the decision. A penalty was provided by law for disregard of the state commission's ruling, and it was a judgment including the same, also the excess charge based on the state tariff, which the court of last resort affirmed.

The syllabus in a few words describes the law as it was interpreted by the Supreme Court, to-wit:

"The intention or purpose of the owners of an interstate shipment of a carload of grain to forward such car from the original terminal point to another point in the same state does not make the shipment between such two points, when performed by a connecting carrier to which the car was delivered by the original terminal carrier in obedience to the instructions of the owner, an interstate one, and, as such, exempt from the regulations of the state railroad commission."

To make still plainer the conclusion reached, Mr. Justice Brewer, who wrote the opinion, employed the following pertinent illustration:

"In this respect there is no difference between an interstate passenger and an interstate transportation. If Hardin, for instance, had purchased at Hudson a ticket for interstate carriage to Texarkana, intending all the while after he reached Texarkana to go on to Goldthwaite, he would not be entitled, on his arrival at Texarkana, to a new



A. C. GALE.
Chairman Committee on Finance.

ticket from Texarkana to Goldthwaite at the proportionate fraction of the rate prescribed by the Interstate Commerce Commission for carriage from Hudson to Goldthwaite. The one contract of the railroad companies having been finished, he must make a new contract for his carriage to Goldthwaite, and that would be subject to the law of the state within which that carriage was to be made."

Following the rule thus laid down, it is conclusive that shipments waybilled "to order" or bearing the notation "Notify A. B." St. Louis, Chicago, etc. (with the view on arrival at the destination named of reconsigning the lading to a point not previously specified) should be regarded as completed transactions, definite provision (or contract) for transportation having been made only to the station recited on the original manifest.

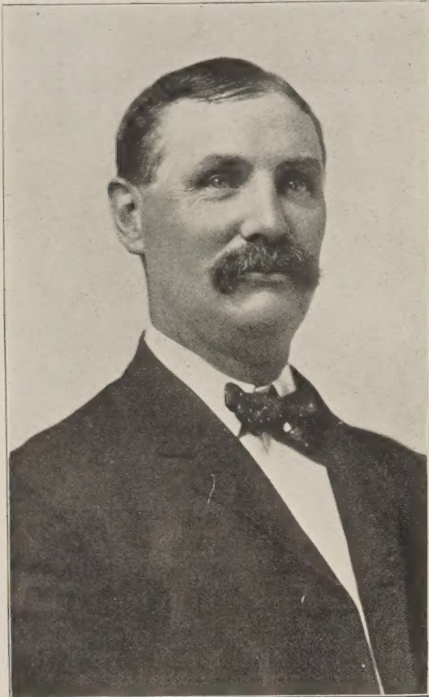
Instead, therefore, of gratuitously arranging for the re-billing of the commodity as soon as the consignee can determine its ultimate destination, he should be required to contract anew for the forwarding of his goods. The initial carrier is a transporter and not a forwarder, and should restrict its performances to natural obligations. Otherwise, how can the operating department observe rules, however wisely framed, for the return of foreign cars? The resulting loss and embarrassment grow out of lack of co-operation between the traffic and operating departments of railroads. Under the stress of competition, the former conceded privileges which operate to signal defeat the car service rule of the American Railway Association that was intended to limit the loading of foreign cars to the homeward direction. An illustration will make this clear.

A Pennsylvania or Lake Shore car may be loaded with merchandise for a point in Iowa, Nebraska or Kansas. At destination it is reloaded with grain ostensibly to a point on the home road, but the waybilling is to Chicago or other junction with the owner of the car, where (pursuant to authority of the traffic department) it may be reconsigned, therefore it is held awaiting instruction from consignee. This is because the shipment was billed "to order," or "notify" consignee at Chicago, etc. In due course, the consignee may order the grain to be re-billed to the southeast, northeast, or other destination remote from and not reached by the road whose car is thus wrongfully diverted. So long as such practice prevails—and it continues unchecked—of what use to keep in alleged effect the aforesaid car service rules of the A. R. A.?

Obviously, the main fault in this and similar instances rests with the traffic department. Apparently, those officials have not awakened to the fact that they do not need, in order to secure tonnage, to resort to wasteful expedients which are

also of doubtful legality. In view of the decision before quoted, it is incumbent upon railroads to cease discriminating in the thoughtless manner long pursued in the foregoing respect.

If those immediately concerned will not move in the way hereinbefore described, it might be well for companies whose cars are unjustly appropriated to unite for the purpose of putting into effect, that portion of the diversion rule recently submitted to letter ballot, which stipulated that foreign cars if utilized, must be loaded in the homeward direction, and not otherwise. That would preclude the use of foreign cars in the reconsignment of commodities, and necessitate transfer to another car or to a warehouse, unless the shipment be forwarded to a point on or reached by the home road. The aforesaid decision of the United States Supreme Court supplies ample justification for such



F. F. COLLINS.
Of the Entertainment Committee.

action. It plainly states that the original transaction terminates when the shipment arrives at the point to which it is waybilled, and if its reconsignment be desired, then a new contract should be made.

Why should anxiety be shown to relieve shippers from the restraints of a law for the enactment of which they loudly clamored? They supported the demand for "rate regulation;" therefore they cannot consistently ask for more than the amended law allows. Neither is it reasonable to expect traffic men to continue practices that were inaugurated under conditions quite different from those which now prevail.

The law obliges initial carriers, in case they quote rates to points beyond their terminals and shippers avail themselves thereof and instruct that their freight be waybilled accordingly, to allow the cars to run through without transfer. On the other hand, should instruction be given to waybill the freight to the end of the initial carrier's line and no provision be made (at the start) for its further transportation, the Supreme Court decision before quoted indicates that the original transaction there terminates, and that a new contract must be made and another car be procured, if consignee wishes the shipment reconsigned to a station not specified in the original bill of lading.

To take "advantage of the situation," Mr. Midgeley advises the formation of an executive body to direct that the course pointed out be pursued. The carriers do not need now to chase after tonnage, nor grant favors to get it, and they are in a position to effect a change that comports with the law and the intent of the Commerce Commission "to ensure equal treatment to all patrons and railroads 'under substantially similar circumstances and conditions.'"

C. Kyle, of the United States Department of Agriculture, was at Statesboro, Ga., recently looking over the college lands, preparing to arrange an experimental plot to breed seed corn, at the expense of the Department of Agriculture.

[For the "American Elevator and Grain Trade."] SHIPPER'S RIGHT OF ACTION.

BY J. L. ROSENBERGER.

A Member of the Bar of Chicago and Cook County, Ill.

The St. Louis Court of Appeals says that the case of Gratiot Street Warehouse Company vs. Missouri, Kansas & Texas Railway Company, 102 Southwestern Reporter, 11, was brought to recover the value of a carload of corn which, while under contract of affreightment, was damaged and practically destroyed by means of the high water resulting from the overflow of the Mississippi River in June, 1903. Among other things, the court holds in the case that if the defendant's negligence, commingled with and operated as a contributive element proximate to the injury, even though such injury was to some and even a paramount extent operated by the act of God, the defendant would be liable as though its negligence were the entire and sole cause of the loss. In order for the defendant to escape liability under the exemption afforded by the law to the entailments of an act of God, the act of God must be the sole and only cause of the injury, and this, too, unmixed with the negligence of the defendant; for if the defendant's negligent act commingled with it in the loss as an active and co-operative element and the loss was proximate thereto, or, in other words, was a reasonable consequence of the negligent act, it would be regarded in the law as an act of the carrier rather than as an act of God.

Nor does the court think that no liability attached against the defendant for the reason that the freight had not been paid in advance. It says that a common carrier has the same right as any other free agent to extend credit to whom it pleases, and its right to demand prepayment of its charges is deemed to have been waived by it if it accepts the goods of the shipper for transportation without exacting such payment in advance, and liability will attach in such case as though the freight were actually prepaid. This proceeds upon the theory of a usual custom in the world of commerce to that effect, and that it is often convenient to the parties to receive the freight and collect the charges upon delivery to the consignee. It is amply fortified and the carrier rendered secure by the fact that it has a lien for its charges in that behalf always; the general rule being that, unless there is some agreement to that effect, the freight is not payable until the goods are delivered.

The carload of corn in question was shipped by the plaintiff, consigned to the plaintiff at Wichita Falls, Tex., shipper's order, with directions to notify E. G. Rall; and it appeared from the evidence of the plaintiff's president that on the day the bill of lading was issued, June 3, he made a draft on Mr. Rall for \$519, the selling price of the corn, less freight, and, with the bill of lading attached, negotiated it through the bank, that in due time the draft was presented to Mr. Rall, and he paid the same. The corn not having arrived a few days thereafter, Mr. Rall notified the plaintiff's president to that effect, who, upon ascertaining it had been destroyed, informed the defendant railway company that this draft had been paid and requested the defendant to reimburse Mr. Rall therefor, thus making a claim for Mr. Rall. The defendant not having made the reimbursement, about July 12 Mr. Rall drew upon the plaintiff for the amount thereof with exchange, which draft the plaintiff honored. Upon this state of facts the defendant insisted that the plaintiff could not maintain this suit for the reason that the corn (which was not entirely destroyed) was the property of Mr. Rall at the time of the loss.

Now, it is very true that in a sense a bill of lading is negotiable, not precisely as a note, but, as a symbol of the property covered thereby, it is assignable; and such assignment constitutes, in the law, a complete legal delivery of the goods

thereby evidenced to be in the hands of the carrier, as effectually as an actual sale and delivery thereof. And, therefore, when the loss of the goods occurs after the assignment and the vesting of the title to the goods in the consignee of the bill of lading, such consignee or assignee is no doubt a proper party plaintiff in an action to recover for such loss, in keeping with the rule that the action should be prosecuted by the real party in interest. But, however this may be, waiving the question whether or not the repayment by the plaintiff to Mr. Rall and its thereupon reacquiring the bill of lading did not reinvest the plaintiff with the right of action for the damages, as a question wholly immaterial to a proper disposition of the case, it is now well settled in the law of Missouri and many other states, following the early case of Blanchard vs. Page, 8 Gray (Mass.), 281, where, in a very elaborate discussion on the principle by Chief Justice Shaw, the doctrine was announced that, even though the consignor had no property or interest in the goods, he is a proper plaintiff in an action for a breach of the contract, on the ground that he had an interest in the contract. The doctrine proceeds upon the contractual privity existing between the original parties which operates a cause of action, after the carrier's service is performed thereunder, in favor of the carrier and against the consignor for the freight, and for this reason, conversely, renders the shipper, although not the owner of the goods, a party in interest to the contract. Secondly, it is said it does not lie with the carrier who made the contract to say, upon a breach, that the consignor is not entitled to recover the damages, unless it be shown that the real party in interest objects, and, in the absence of such a



CINCINNATI CHAMBER OF COMMERCE.

showing, it will be presumed the action is prosecuted with the knowledge and consent, and for the benefit, of the owner.

A correspondent of the Baltimore Sun, who claims to handle about 200,000 bushels of grain on the East Shore, says: "I have not shipped any grain to Baltimore of any moment for several years on account of the hard inspection and the large amount they take off for the different grades. I note on steamer wheat at this time Baltimore is making 6 cents difference in it and No. 2 red, while in Philadelphia I have not had over 3 cents difference made on my shipments to date. And while this large difference is made in this one particular grade, it applies to all other grades in like proportion. In Baltimore when we make sales to commission merchants we are charged for inspection and weighing, which is not done in Philadelphia, only when grain is shipped on consignment."

RICHARDSON'S COUNTRY ELEVATOR SCALE.

Considerable attention having been attracted by certain correspondence relating to automatic scales in country elevators, which appeared in these columns not long since, some of our readers may be interested in the following description of a machine which finds place in numerous elevators throughout the country, and whose users abroad number several thousands.

The name "Richardson" in connection with automatic scales has been familiar to flour millers, feed men, stationary and mining engineers, cement manufacturers, etc., for years, but it is of more recent date that its owners have actively sought to extend a good reputation among country grain men. Losses on the part of shippers through differences in weight between shipping point and destination, due to the fact that in many cases they have no means of knowing exactly what weight of grain they ship, are so frequent that a reliable machine

wood or other foreign substance choking up the opening, and the supply to the weighing or scale hopper is controlled by means of a swinging gate. When the major portion of the load has passed into the hopper, the beam descends and allows the gate to partially close. A much reduced stream then passes into the hopper until the precise amount represented by the weights at the opposite end of the beam is obtained, whereupon the beam balances and the gate is finally closed and locked. The column of grain which is falling as the beam balances and the cut-off takes place is weighed by a novel contrivance which has been so perfected that the degree of error shown is so infinitesimal as to be beyond calculation. The whole power of operation is that derived from the gravity of the falling material. A perfect balance having been procured, the scale automatically discharges to the spout and the weighing is registered on an improved counter. After each weighing the machine resets itself, and the same operations are repeated, it being a continuous weigher. The discharge of



SHOWING INSTALLATION OF THE RICHARDSON COUNTRY ELEVATOR SCALE.

of this kind should find a ready reception. Complaints from receivers are very familiar, and the shipper has no remedy unless he knows precisely what he has shipped and can prove his shipments. Again, he cannot maintain a claim against the railroad for loss due to leakage or wrecked car unless he can show a record of having shipped a certain weight.

The "Richardson" Elevator Scale has been designed to weigh uncleaned grain, with all its attendant impurities, as received from farmers' wagons in the average country elevator, and is placed beneath the bucket-elevator head and automatically weighs all the grain elevated and discharges it into the distributing spout from whence it goes to cars. The machine may also be used as a sacking scale, where a local trade is carried on with cattle feeders, etc., a wooden spout being connected with the scale and dropped to the ground floor as illustrated in the engraving.

The machine consists of a strong cast iron frame, which, on hardened steel bearings, supports an even beam of specially substantial construction, which can in no wise twist or bend under its load. This beam carries on knife edges a weigh-hopper at one end and a box or receptacle for Standard United States Test Weights at an equal distance from the fulcrum at the other. The two receptacles are of equal weight, so that when both are empty the scale shows a perfect balance. Too much stress cannot be laid on the importance of this feature, which enables the user of the scale to satisfy himself as to the correctness of the weighings as well as to convince any sceptic.

The grain is fed from a small top hopper, fitted with a screen to prevent cobs or heavy pieces of

the scale may be controlled by a newly patented device which permits of the perfect balance of the scale being seen, and yet allows the levers to lock the supply and discharge gates so that there is no possibility of grain running through the machine unweighed, as has often been known on similar devices.

The machine is not affected by any vibration in the elevator and does not necessarily need a level base on which to support it. It is built in any size, according to requirements, but the scale generally used is one of 1,000 bushels' hourly capacity, which occupies a height of 43 inches only. It must necessarily be a long lived machine, as it resembles the well-known "Richardson" Wheat Scale in construction, which has been used for over 15 years without repairs, which fact is accounted for by its extreme simplicity.

Further particulars of this scale, which embodies several recent patents of Mr. Henry Richardson, the well-known inventor of this and other weighers for various purposes, may be obtained on application to the Richardson Scale Company, offices at 3 Park Row, New York, and Rector Building, Chicago.

The Society of Equity in Kansas wants the grain commission of the state to make a new grade of wheat to be known as "Dark, Hard Turkey Wheat." The Society is kicking about the weight of No. 2 hard (59 lbs.), and, as usual, "charge" something—this time, that "in fixing the grades of wheat, were influenced more by speculators and 'expert testimony from Missouri' than by the farmers. The governor is asked to appoint a new commission."

[For the "American Elevator and Grain Trade."] THE NEW CLOVER LEAF ELEVATOR AT EAST ST. LOUIS.

BY L. C. BREED.

Quite an important addition to the storage, and more especially the transfer facilities for grain at Madison, Ill., near East St. Louis, is secured through the opening for business of the new Western Elevator, located on the tracks of and owned by the Toledo, St. Louis & Western R. R. Co. Additional shipping facilities are secured, owing to the elevator being also on the tracks of the Terminal System.

The foundation and cellars are of concrete. There is a 10-foot cellar with concrete floor. The elevator building proper is crib construction, covered with iron. The storage capacity of the elevator is 55,000 bushels. Upward of 40 cars per day can be unloaded and loaded and over 4,000 feet of tracks afford ample switching facilities. All the machinery of the elevator is operated by electricity and each machine has its separate motor. In addition, the plant is equipped with Richardson Automatic Sackers, which is a valuable feature, since the sacking facilities at that grain center have not been adequate to the demand necessarily made on them by the large and steadily increasing business of the St. Louis market.

The elevator will be operated by the Miller Grain Co. as a modern, up-to-date transfer house; and all grain from Western points consigned to the elevator will be delivered at the rate current to East St. Louis, without any switching charges. The weighing and inspection are under the jurisdiction of the Illinois State Grain Inspection Department.

RECIPROCAL DEMURRAGE IN MINNESOTA.

The "act regulating the handling of freight in carload lots by railroad companies, shippers and consignees, and equalizing car service and penalties, for the use and detention of cars and failure to furnish cars and transport the same," in the state of Minnesota, known as the "reciprocal demurrage law," went into effect on July 1. It provides, roughly speaking, that cars shall be furnished promptly on the application in writing of shippers; that loaded cars shall be started from loading point for destination within 24 hours after notice that cars are loaded, and similarly be accepted at all junctions; that cars shall be moved at a rate of not less than 50 miles daily; and be placed for unloading within 48 hours of their arrival. On the part of shippers, they are bound to complete loading within 48 hours, and unloading within 48 hours, except that 72 hours are given for cars containing bituminous coal, bricks, lime, fruits, vegetables or lumber.

The first action under the act took place at Minneapolis in August, where the railroad in interest paid a \$3 claim. The names of the road and the beneficiary, a grain firm, are not given; but it is said the claim was paid without protest, indicating that the companies had not up to that time, at least, agreed on any plan for contesting the law in court.

The claim was not one for delay in furnishing a car when requested, but for delay in moving the car to its destination when loaded. The car took three days longer than the time allowed under the demurrage law, and the shippers collected \$1 for each extra day on the road.

Some shippers claim that the railroad operating departments have reformed some of their methods, and have improved service considerably under the new law. Freight shipments from Minneapolis to St. Paul, and vice versa, now take only a day where they formerly took three or four, it is said. At least, the law has forced a change in yard methods. At a number of points side tracks have been used for storing loaded cars that had to be dropped out of heavy trains. Where these tracks were joined only at one end, the cars shunted off first

went to the far end, and were the last to be cleared out, taking months sometimes. Improvements have been made at several of these sidetracks, by making track connections at both ends with the main track, thus facilitating the movement of cars.

PLANS OF THE INTERSTATE GRAIN CO.'S ELEVATOR.

The Interstate Grain Co. of Cincinnati, Ohio, has had the accompanying plans made for a new transfer and cleaning elevator which will be built in connection with their warehouse erected about a year ago. It will have a concrete foundation and be of crib construction, covered with galvanized

FINED FOR REBATING.

Judge Page Morris of the federal court at Minneapolis has during the past thirty days inflicted two heavy fines on railway corporations for the granting of rebates to grain companies, receivers at Minneapolis. The firms were convicted some weeks previously but sentence was withheld for the time being. The first case was that of the Wisconsin Central Railroad, which was fined \$17,000, while the individual defendants, Burton Johnson, former general freight agent, and George T. Huey, assistant general freight agent at Minneapolis, were fined \$2,000 and \$1,000, respectively.

The second case was that of the Omaha (C., St. P.,

"One can well understand that the general freight agent might have considered himself within the law in making the arrangements as to over-the-lake shipments, although it seems to me that a careful and critical reading of the statutes would lead to a very different conclusion—certainly would lead to the conclusion that if he wished to be absolutely and fully complying with the law, he would have put into the published rate a proviso that such a concession would be granted on over-the-lake shipments.

"So it seems to me that this is not a case where it would seem to be necessary to vindicate the law or even to inflict the extreme penalty. A very different situation would present itself if this or any other company, now that the law has been construed, should continue any such practice. While it must be evident to any intelligent and thoughtful man that to permit a railroad company to depart from its published rates would enable it to give a favor which would be used for very wicked and oppressive purposes, therefore, the law should be certainly and rigidly enforced.

"But now the railroad company and its officers have been warned that such departures are violations of the law and will be prosecuted, I cannot believe that they will continue them. If they do I think they should be given the severest punishment possible. Whether in this case there has been one offense or many, I think the law will be vindicated and a sufficient warning given if I should impose one penalty, which, in any view of the case, I have the clear right to impose."

Both cases have been appealed.

CAUSES OF GASOLINE TROUBLES.

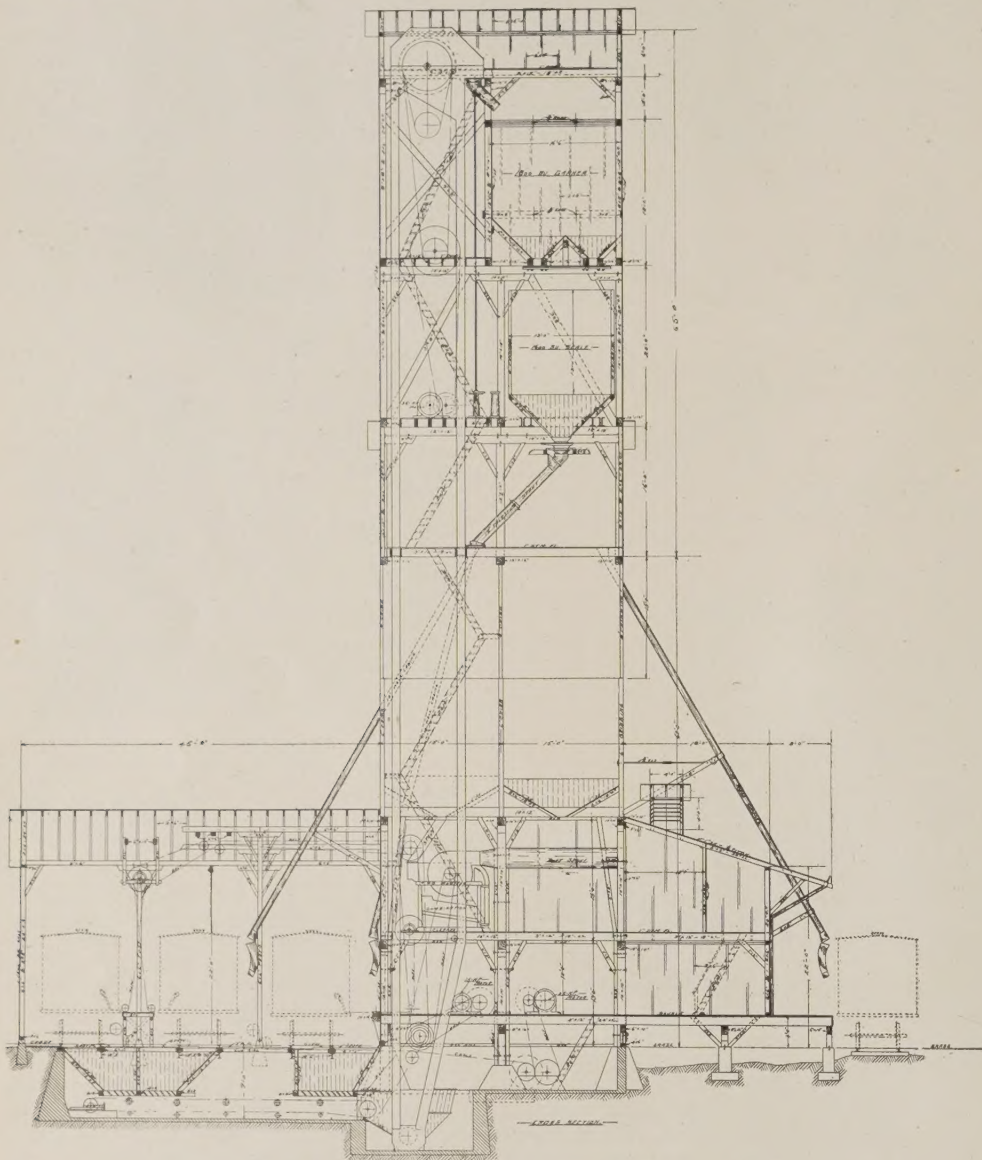
According to a writer in the Gas Engine, there are two general causes of trouble in operating internal combustion engines; first, lack of attention; second, too much attention. The first cause may be brought about in several different ways, but usually is due to improper lubrication.

Hot boxes are, in most cases, caused by improper lubrication or in using oil of an inferior grade, rather than poorly fitted bearings. Engines are usually set up and run on the testing floor of the erecting shop from four to eight days before being shipped. Any defects in the bearings are easily detected during that time. Some engineers seem to think that it does no harm if they do get a little too much oil on the piston. This is a very common source of trouble. Cylinder oil will not stand the high temperature of the combustion and consequently chars, forming carbon deposits.

Engines have been found running with oil cups in the crank pin brass which had been adjusted so that the oil would flow out in half the running time, or say in two or three hours. Now suppose the engine had to run five hours without shutting down. The first half of the time the bearing would be flooded and the last half it would be practically dry. When the engine is stopped it is frequently found to have a pretty hot bearing. The same may be true of the main bearings or the grease cups. This usually can be attributed to lack of attention or carelessness on the part of the operator.

Too much attention may cause equally bad results. In this case the operator will immediately discover that his engine is out of adjustment. He starts in by changing the time of ignition, or resetting the brasses, and follows this up by making all the changes that he can think of.

It will be found that in the majority of cases the engine which gives the least trouble and operates the most economically is the one which is attended by an engineer who simply follows out the instructions of the builder. He does not attempt to immediately improve on the designer's construction, but keeps the engine clean, well wiped and properly oiled. It is almost certain that where you find a dirty engine and an untidy engine room you will find an engine which gives trouble.



PLAN OF INTERSTATE GRAIN CO.'S ELEVATOR.

iron. The handling capacity is 50,000 bushels daily and the storage capacity 30,000 bushels. The dimensions of the elevator are 30x32 feet and the height is 125 feet. In connection will be a train shed 45x52 feet and a 2-story warehouse and platform 26x32 feet.

There are three receiving and three shipping tracks. A belt conveyor receives the grain and the equipment includes two pair of automatic power shovels, one No. 9 Monitor Combination Cleaner, one 10-car cable car puller, one 1,600-bushel steel frame hopper scale, one 1,800-bushel garner, and a 6-bushel automatic sacking scale. The elevator leg will be equipped with a double row of 10x7 cups.

Power will be supplied by one 15-horse, one 25-horse and one 25-horsepower motor. The plans are made by the Burrell Engineering and Construction Co., Chicago.

M. & O.) Road, which was fined \$20,000 for granting and paying rebates to the Spencer Grain Co. on fifty carloads of grain shipped from Minneapolis to the Head of the Lakes. H. M. Pearce, former general freight agent of the road, the only one of three personal defendants to be convicted with the road, was given a fine of \$2,000.

It was within the power of the court to have inflicted a fine of \$1,000,000 by taxing the maximum upon each count; but the court said he recognized the fact that although fifty cars were shipped, they were sent on only seventeen separate dates, making, in his opinion, only seventeen distinct offenses and not fifty. The court, however, held that the payment of the refund in one check or ten made no difference in the number of offenses against the law, as the offense was completed when one check was received. The sentence was thus on the entire case rather than on any particular count. The court said in part:

KANSAS CITY DEFENDS DOCK-AGE.

The Kansas Grain Dealers' Association at the June meeting appointed a committee to take up with the Kansas City Board of Trade the propriety of compelling shippers to Kansas City by the Board's rules to contribute 100 of grain out of every car to the elevators of that market. The committee has filed its report with Secretary Smiley. The committee say: "We are sorry to ad-

They further claimed that Kansas City bids are in competition with export bids and that all export bids are made based on a deduction at destination, and that Kansas City would lose trade by there being a difference in price, if Kansas City paid for all the grain when other shipments for export were not so based.

Our committee took the position that any difference, if any, should appear in price; that equity should appear to all: that their claims of dirt, coal and trash were not true in the case of 85 per cent and more, of the association members and grain dealers; that if the average was as claimed, the offending party should pay the bill; that coal, railroad ties, or foreign substance are not grain and should not be paid for as such; that cars not cleaned out before loading, containing weighty foreign matter, are the same as plugged cars; that the party who cleaned out his car before loading is entitled to pay for all the grain therein on the grain as legally inspected.

The exchange committee advised us that they were willing to make changes in their methods, "but refused elimination and make no proposition that was not considered worse than what now exists; and the proposition was made that if our committee, or the grain dealers of Kansas, would personally view the unloading of grain, they would be convinced of the equity of the deduction. This opportunity to be shown was given that afternoon and accepted both by the committee and numerous grain dealers; but we believe nothing [transferred to] changes the minds of your committee, who still ask for the discontinuance of the 100-pound deduction, with no substituted arrangement.

The committee call attention to the fact that the Kansas statute, absolutely forbids the deduction. All sales to be made on basis of actual weight, unless a different basis is established by express agreement of the parties to the transaction." As the rules of the Kansas Board of Trade may be assumed to be well understood by shippers to that market, no doubt that fact implies an "express agreement" by the shippers there to a deduction. However, says Secretary Smiley: "It has been suggested that the official board of this association file a complaint with the Attorney General of the state and ask him to take steps to stop this practice."

The plant of the Western Glucose Company at Roby, Ind., will be ready to grind corn in opposition to the Corn Products Company about October 1. The capacity will be about 10,000 bushels of corn daily. The glucose business as a whole is said to be in the dumps, just now, on account of the new food and drugs act, which puts those products on the defensive as to the labeling.

CANADIAN WHEAT GRADES.

Speaking of a sample market for Winnipeg and its advantages for the farmer, the general opinion seems to be that Winnipeg is not a sufficient milling center yet for disposing of grain in that way instead of by inspection. Farmers are not prohibited at any time from selling on sample. Year after year the farmers of western Canada have agitated for an improvement in the manner of selling grain, and they are now as near perfection as any country in the world. On the British markets the certificate of inspection is accepted much more readily than samples of grain from other countries.

Now that the new grain season is nearing, it might be well to give a review of what our grades mean:—

Spring Wheat—No. 1 spring wheat shall be sound and clean and weigh not less than 60 lbs. to the bushel.

No. 2 must be sound and reasonably clean, weighing 58 lbs.

No. 3 comprises sound wheat not good enough to be graded No. 2 and weighing not less than 56 lbs. to the bushel.

Rejected wheat comprises all spring wheat fit for warehousing but too low in weight or otherwise unfit to be graded No. 3.

Winter Wheat—Extra white winter wheat shall be pure, white, sound, plump and clean, weighing not less than 62 lbs. to the bushel.

No. 1 white winter wheat shall be pure, white, sound, plump, clean, and weighing not less than 60 lbs. to the bushel.

No. 2 white winter wheat shall be sound, reasonably clean, weighing not less than 56 lbs. to the bushel.

Red Winter Wheat—No. 1 shall be pure red winter wheat, sound, plump and clean, weighing not less than 62 lbs. to the bushel.

Spring Wheat—Extra Manitoba hard wheat shall weigh not less than 62 lbs. per bushel, be plump, sound and well cleaned, and shall contain not less than 85 per cent of hard red Fife wheat.

No. 1 Manitoba hard wheat shall be plump, sound and well cleaned, weigh not less than 60 lbs. to the bushel, and shall be composed of at least 75 per cent of hard red Fife wheat.

No. 1 hard white Fife wheat shall be sound and well cleaned, weigh not less than 60 lbs. to the bushel, composed of not less than 60 per cent of hard white Fife wheat, and shall not contain more than 25 per cent of soft wheat.

No. 1 Northern shall be sound and well cleaned wheat, not less than 60 lbs. to the bushel, composed of at least 60 per cent of hard red Fife wheat.

No. 2 Northern shall be sound and reasonably clean, of good milling qualities and fit for warehousing; shall weigh not less than 58 lbs. to the bushel, and shall be composed of at least 45 per cent of hard red Fife wheat.

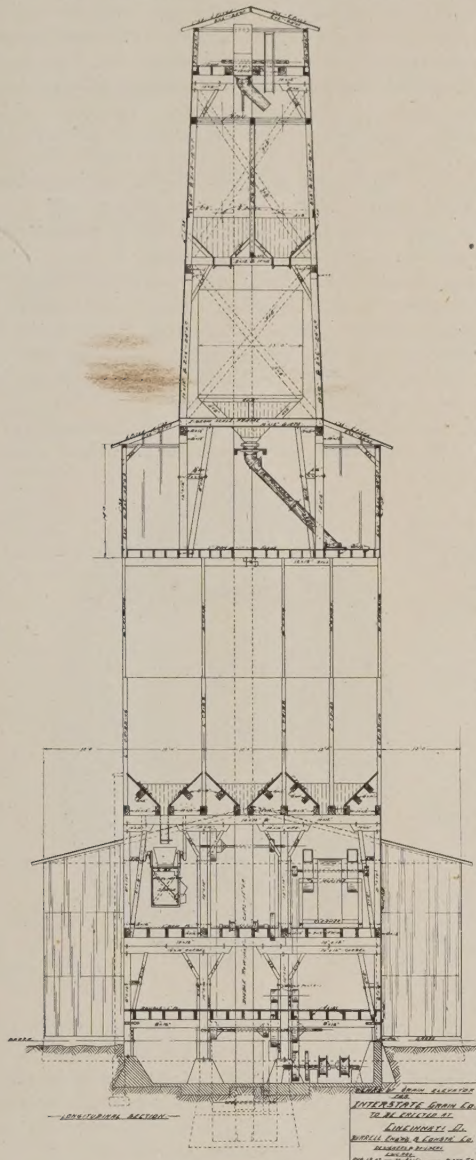
Any wheat not good enough to be graded 2 Nor. shall be graded 3 Nor. in the discretion of the inspector.

Scoured wheat shall not be graded higher than Northern.

It will be seen from the above grades of wheat what an inspection means, and how easy it is for the foreign purchaser when he receives one shipment according to grade to at all times sell or buy in advance as he may find a market for a certain grade of our wheat. Sometimes it is common for some of the wheat to get mixed while loading the ocean vessels, but these few defects are quickly forgotten when the major portion arrives according to inspection.—Winnipeg Market Record.

The Santa Fe Elevator posted the following notice on the Board of Trade on September 7: "Because of the present crowded condition of the

Santa Fe Elevator and the Santa Fe Elevator Annex at Chicago, and the large accumulation of grain on track and grain headed at the present time for those houses, notice is hereby given that until further notice we will not be in a position to accept grain from foreign lines, either for handling or storage."

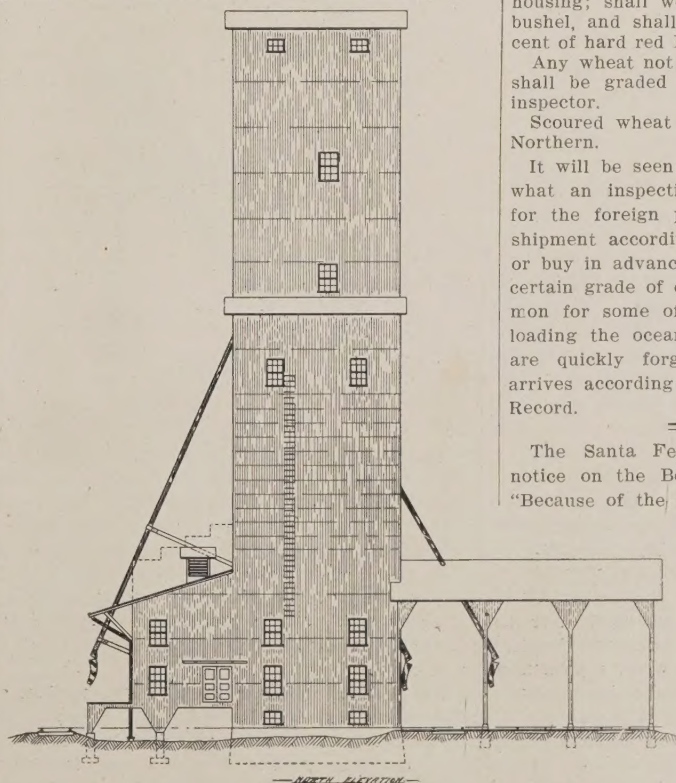


END VIEW OF INTERSTATE GRAIN CO.'S ELEVATOR.

vise that no immediate or promised results were obtained."

The reasons assigned by the Kansas City Board of Trade's committee for refusal to discountenance an arbitrary grab by the elevators of 12-3 bushels, at least a dollar's worth of grain, from every car they unload are worth putting on record as a sample of defending an obsolete practice by assuming a high standard of personal virtue while libeling their rivals and calling their competitors sneak thieves. The report referred to is as follows:

Our position was that the 100-pound arbitrary deduction was both unfair and unjust and should be discontinued, and that payment should be made on the [actual amount of] grain delivered. The Board of Trade committee, all of whom were present, were firm in their position, and insisted that some deduction should be made, or some concession given, to offset the dirt and trash left in the car, claiming that 100 pounds per car did not offset the average amount of dirt, coal and trash in the average car, and that they were forced in all markets to openly or secretly stand the results; that the Board of Trade openly made the deduction, while other markets, not making the deduction openly, did so secretly, calling back on scale bean, or otherwise, to an extent equal or greater than the present Kansas City plan.



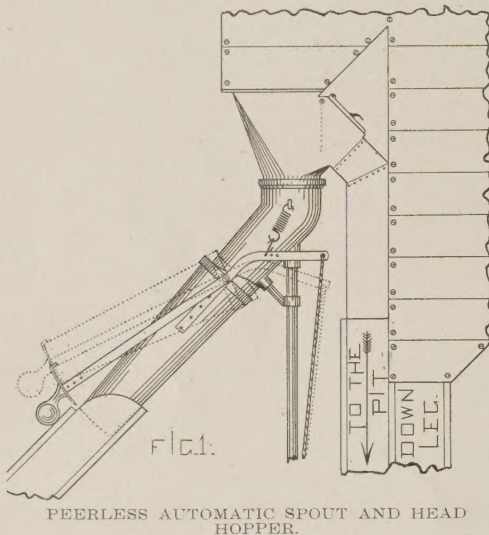
SHOWING TRACK SHEDS AT INTERSTATE GRAIN CO.'S ELEVATOR.

THE PEERLESS AUTOMATIC DISTRIBUTING SPOUT AND PEERLESS AUTOMATIC HEAD HOPPER.

We show herewith cuts of a distributing spout of unique design, for use in country elevators, which is guaranteed by its manufacturers to prevent any admixture of grain in the process of distribution. This spout is known as the Peerless Automatic Distributing Spout and is shown by Fig. 2. The spout in combination with the Peerless Automatic Head Hopper is illustrated by Figs. 1 and 2.

As the spout proper is the same whether used with or without the head hopper, we will first call attention to it. The lower section of the distributing spout is pivoted to the upper section in a way that gives it a free up and down movement, and by means of the wire cable is lifted from and lowered into the bin duct. When set in conjunction with a bin, its discharge end is wholly within the bin duct and a completely closed conductor formed from the elevator head to the bin.

An automatic cut-off is attached to the lower end of the spout, which securely closes its discharge when out of the bin duct and opens it when within it. The opening and closing operations take place within the bin duct, in a way that makes any es-



PEERLESS AUTOMATIC SPOUT AND HEAD HOPPER.

cape of grain impossible, and it is therefore as safe to lift and switch the spout during the time elevating is in progress as at any other time.

This spout is operated from the ground floor with the same apparatus and in the same way as other makes of spouts and may be installed without disturbing existing conditions. A coiled spring serves to force the spout end to its seat in the bin duct. In operating this spout, the elevator man knows to a certainty when he has effected a complete conjunction with a bin duct, as the foot piece will lift about 6 inches when released. If it should fail to lift he knows he has not made a connection and a slight movement of the indicator lever will quickly cause it to fall into place. Should he carelessly start elevating with the spout between bins, or not in exact conjunction with a bin duct, the spout end would remain covered and the falling grain quickly notify him of the fact.

No man, from his stand on the ground floor, can, if he tries, force any grain to enter two bins at the same time or scatter it about in the cupola. Rye and wheat may be next bin neighbors as safely as though in separate buildings, if all else about the elevator plant is as safe as the distributing spout.

Fig. 1 shows the Peerless Automatic Distributing Spout installed in connection with the Peerless Automatic Head Hopper. In this cut a portion of the elevator head, the down leg and the conductor leading to the pit are shown.

Fig. 2 shows a sectional view of the head hopper with the spout end lifted from the bin duct. It will be seen that the discharge end of the spout is securely closed and that the grain being elevated is

running back to the pit from whence it came. It may remain in this condition for hours without harm. This is surely better than having a choked leg when the bin is filled; better than having the grain running away into a neighboring bin; better than having the cupola floor flooded, and better than being compelled to watch the leg constantly while elevating.

The conductor leading to the pits passes below

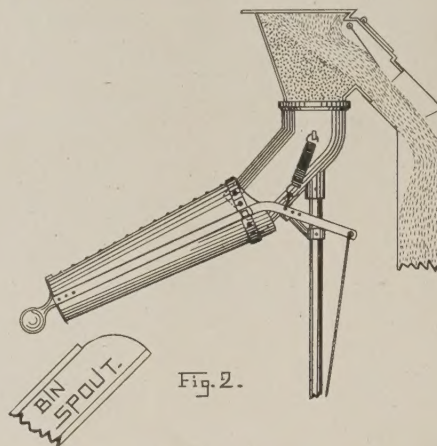


Fig. 2.

PEERLESS AUTOMATIC SPOUT AND HEAD HOPPER.

the bin bottoms and then branches to either pit. A valve is arranged at the forks, with operating lines which hang beside the indicator, and is to be set on the pit to be used, before elevating is started. A sheet of tin is hung in the head hopper and covers the pit opening when grain is flowing to the bin. This prevents any flying kernels of grain from falling down to the pit. When the grain is flowing to the pit this tin guard floats on the grain, as shown in Fig. 2. Dotted lines show the position of the guard in Fig. 1. A handhole is provided for the purpose of access to the head hopper. The door is shown on the top of the casting in Figs. 1 and 2.

Nothing seems to be lacking to make the Peerless Automatic Distributing Spout, in conjunction with the Peerless Automatic Head Hopper, an ideal distributor of grain. It is not uncommon for elevators to lose hundreds of dollars yearly by using the ordinary distributing spouts. When a bin fills, two or three bushels of grain remain in the distributing spout and elevator head, which of necessity falls into neighboring bins when the spout is switched by them. There is always a doubt in the mind of the elevator man as to whether or not all

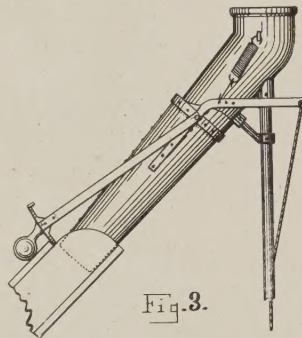


Fig. 3.

PEERLESS AUTOMATIC DISTRIBUTING SPOUT.

the grain being elevated finds its way to the bin it is supposed to enter. Who, with elevator experience, has not rushed to the legs, when hearing the grain falling down the back leg, occasioned by a filled bin, and hurriedly switched the distributing spout to a bin of different grain and found in the end that he had mixed several bushels of grain in a promiscuous way? It is surely better to be able to take time and deliberately determine which bin to use next.

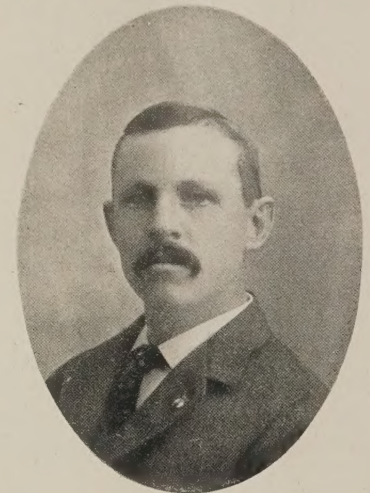
These spouts are manufactured by the Peerless Distributor Co., 505 Commonwealth Avenue, Detroit, Mich., and are sold at a price about on a level with the cheaper class of spouts. Any inquiry regarding them will be answered by the manufacturers.

S. A. NYE.

The commission appointed under North Dakota law, known as the State Grain Commission, has a delicate office to perform, being no less than to recommend or to condemn the proposition for the state to go into the elevator business at the head of the lakes (Superior or Ashland, Wis.), in order to give the farmers of the state an outlet for their wheat not through Minnesota terminals. While this paper believes the proposition was voted as the result of a campaign of misapprehension of the ratios of North Dakota farmers to the grain trade, and that the practical adoption of the proposition would be attended with disappointment eventually, we have no desire to prejudice the case in advance and, indeed, have no idea that anything can do so.

The commission consists of S. A. Nye of Valley City, whose portrait appears herewith, and A. R. Thompson of Rolla. Frank Maurer of Devil's Lake was appointed as the third commissioner, but he has declined to serve, both because he says his business is such that he cannot easily leave to attend to the duties and because his presence on the board would be the subject of criticism, the law providing that no person interested in an elevator shall be eligible.

Mr. Nye, who was born in Mt. Sterling, Ill., in 1862, and has been a resident of North Dakota



S. A. NYE.

since 1882; is now publisher of the Evening Times-Record of Valley City. He has been in the newspaper business for twenty years. Besides being an editor, he says he is a "sidewalk" farmer, and actually farms a section farm—by proxy.

SOUTHWESTERN BROOM CORN.

Southern Kansas and Oklahoma are now estimated to supply about 75 per cent of the American crop of broom corn. It is handled through Wichita, Kas. The crop this year is considerably short of an average; and the brush sells from \$65 to \$80 a ton for harl corn and \$75 to \$100 for whisk corn.

As the forwarding season opened September 1, the dealers at Wichita were confronted with a serious dilemma of a car shortage, with storehouses of the city full to running over.

The visible supply in the Oklahoma district this year is about 35,000 tons as against nearly 50,000 last year. The shortage was caused by the flattering prospects the wheat had at about the time broom corn planting took place. The green bug had not then made his appearance and it looked as if wheat would make everybody rich. At the time the green bug did appear the broom corn planting season was over.

The southwestern Kansas district had an increase in acreage of between 20 and 40 per cent and will probably produce about 20,000 tons. The McPherson district has an increase of about 10 per cent. In the "brush corn" district the product will amount to about 500 tons. This means the corn

that is used for whisk brooms, the production of which is practically confined to Rice and Stafford counties.

It may be interesting to add that in all the brush district, including Wichita, there are not over fifty people engaged in making brooms. Most of the brooms in the Western trade are made by penal institutions outside the broom corn state. Hundreds of tons of broom corn go to the penitentiaries of Jefferson City, Mo., Lincoln, Neb., and Larmie, Wyo., every year. The Kansas penitentiary gets a great many tons of sissil every year for twine, from Central America and yet the state will not manufacture its own product.

NEW ORLEANS EXPORTS.

New Orleans during the crop year ended August 31, 1907, exported 4,668,227.20 bushels of wheat, 7,486,051.41 bushels of corn, 65,000 bushels of oats and 12,600 bushels of barley. The destinations of the wheat and corn are given below as follows:

Destination—	Wheat, Bushels.	Corn, Bushels.
Aalborg .....	.....	252,831
Aarhuus .....	.....	825,076
Antwerp	821,806	134,055
Belfast	20,000	1,050,849
Bristol .....	.....	34,285
Cardiff	172,500	.....
Catania	64,000	.....
Copenhagen	292,000	342,857
Dublin	32,000	87,805
Dunkirk .....	.....	214,235
Esbjerg .....	.....	25,714
Genoa	120,000	.....
Glasgow	8,000	175,714
Hamburg	968,802	325,666
Harwich .....	.....	208,062
Havre	24,000	751,342
Hull	117,200	162,857
Leith	16,000	287,142
Liverpool	496,000	1,696,549
London	40,000	222,857
Manchester .....	.....	386,219
Marseilles	24,000	.....
Newcastle	504,000	.....
Norresundby .....	.....	52,457
Oran	40,000	.....
Picaeus	94,103	.....
Rotterdam	773,815	180,849
Swansea .....	.....	42,857
Torre del Annunziata	40,000	.....
Veile .....	.....	25,714

Total for 1906-1907	4,668,227	7,486,051
Total for 1905-1906	2,612,103	18,182,186
Total for 1904-1905 .....	.....	17,408,353
Total for 1903-1904	6,407,592	3,731,768
Total for 1902-1903	15,565,550	13,818,492

NEW TEXT BOOK.

Prof. Thos. Shaw, famous as a contributor to the technical farm press, as an author of several books on animal breeding, and as sometime professor of "Animal Husbandry" at the University of Minnesota, has just published, through the Orange-Judd Co., 439 Lafayette Street, New York, a very valuable work on "Feeding Farm Animals," which will serve those interested as a practical guide.

There is nothing occult about this science, for successful economical feeding is a science, but many writers, by cumbersome methods, have made it appear so. Prof. Shaw, however, avoids this error; and has succeeded in presenting his subject—both the principles and the practice involved—in language so simple and direct that any person of common understanding can master it. The book is divided into four well defined parts. In Part I, the principles relating to successful feeding, which have the strength of law and which must be observed if success is to follow, are studied. In Part II type is dwelt upon, not with reference to the finished animal, but to the animal to be finished or developed; and the principles that govern feeding are presented in a way that attracts to rather than repels from this difficult subject. The distinguishing feature of Part III, which treats of foods and fodders, consists in conciseness and comprehensiveness of statements. All that is said of any one food with reference to feeding different

farm animals is stated in continuity. In Part IV the divisions are an aggregation of considerations that apply to the various phases of feeding, each of which is important, but which have not in most instances the strength of law. In all other books written on feeding, these can only be gathered inferentially and after long and varied study.

The book is well printed and firmly bound in cloth. It has 536 pp. and numerous illustrations. The price is \$2 and will be sent on receipt of that sum by the publishers or from this office.

J. S. COON.

The influence of health on a man's career depends largely upon the man himself; with some it is a perpetual excuse for inertia; with others it is a spur to activity. Many notable cases might be cited from biographical records; but we prefer at this time to refer to a man who is "one of us," so to say—J. S. Coon of Rantoul, known to most of the grain men of central Illinois, at least. Born on May 1, 1866, near Higginsville, Ill., an



J. S. COON.

inland postoffice of Vermillion County, and spending his early youth in Rantoul, he lived as most children do who are in bad health and sick most of the time. In the spring of 1883, however, his parents took him to live with them on a claim in Dakota, a season of out-of-doors that greatly benefited him and put him in condition to finish his high school course at Rantoul, which he did in 1884. His health continuing but indifferent, he began his business career immediately after graduation by white-washing fences to earn money enough to frame his diploma; following it up by working at various times in a creamery, a tile factory, hemp and dry goods store, at cutting out clothing, teaching school, selling binders and putting up machinery, having very poor health most of the time. However, that fact, perhaps, but urged him on, his untiring energy keeping him going. In 1888 he received an appointment in the railway mail service from Uncle Sam, obtained through the influences of a couple of political speeches written and committed to memory and delivered on proper occasions, and the support of his political friends and "Uncle" Joe Cannon. He was married in 1892, and has two little Coons to make the future "Coon Bros."

By economy he saved enough money to go into partnership with his brother, a connection which still exists and which has existed during all the thirteen years from the date of its formation to the present. In this time they have built up a large and successful business, consisting of seven telephone exchanges (at Rantoul, Potomac, Gifford, Fisher, Collison, Penfield and Armstrong) and eight grain elevators at Royal, Riley, Ellis, Block, Cheneyville, Dillsburg, Caberry,

Saunemin, all modern plants; also a poultry farm; and during the last four years they have conducted the First National Bank of Le Roy, of which J. S. Coon was cashier during which time he was able to double the business of the bank.

Recently Mr. Coon applied for a patent on a grain cleaner and drier, its purpose being to clean and improve the value of the grain, it being a simple device placed outside of a country elevator and so arranged that the grain may pass through it and be exposed in the process to the sun and air, thus cleaning and drying the grain very rapidly. It has the further merit of taking no power for machinery and is simply constructed. It is only practical for country elevators.

Coon Bros. in their desire to make money for themselves, have not forgotten to remember the fatherless and homeless children of our land, and have donated a beautiful home which is able to care for 25 to 50 children. It is situated near their home town of Rantoul, and the children are placed in Christian homes at the rate of almost 100 a year, making room for others to be taken in, the home continuing the work indefinitely.

ELEVATOR STORAGE IN MANITOBA.

It will be interesting to know that in the three western provinces of Canada, i. e., Alberta, Saskatchewan and Manitoba, and in western Ontario, there are 245 elevators within the principal cities and towns which have a total capacity of 33,462,000 bushels of grain, according to the Winnipeg Commercial. The following table shows the cities, number of elevators and the capacity

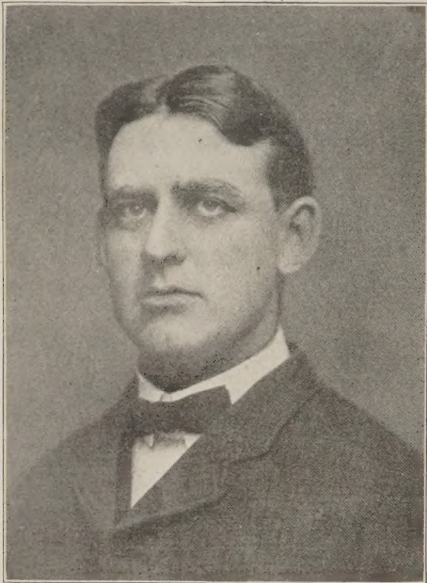
Winnipeg, 7 elevators, capacity 1,060,000 bus.; Edmonton, 5 elevators, capacity 275,000 bus.; Brandon, 7 elevators, 383,000 bus.; Moose Jaw, 5 elevators, 150,000 bushels; Regina, 5 elevators, 160,000 bushels; St. Boniface, 3 elevators, capacity 750,000 bushels; Portage la Prairie, 5 elevators, capacity 345,000 bushels; Saskatoon, 4 elevators, capacity 100,000 bushels; Neepawa, 5 elevators, capacity 250,000 bushels; Port Arthur, 2 elevators, capacity 9,000,000 bushels; Fort William, 8 elevators, capacity 14,000,000 bushels; Dauphin, 5 elevators, 200,000 bushels; Raymond, 1 elevator, 36,000 bushels; Prince Albert, 1 elevator, 25,000 bushels; Indian Head, 12 elevators, capacity 346,000 bushels; Red Deer, 2 elevators, capacity 60,000 bushels; Weyburn, 7 elevators, capacity 250,000 bushels; Stonewall, 3 elevators, capacity 90,000 bushels; Cardston, 1 elevator, capacity 30,000 bushels; Lacombe, 1 elevator, 40,000 bushels; Boissevain, 6 elevators, capacity 270,000 bushels; Carberry, 7 elevators, capacity 180,000 bushels; Grenfell, 6 elevators, capacity 200,000 bushels; Rosthern, 8 elevators, capacity 250,000 bushels; Moosomin, 5 elevators, capacity 190,000 bushels; North Battleford, 1 elevator, capacity 30,000 bushels; Macleod, 2 elevators, capacity 80,000 bushels; Wolsley, 7 elevators, capacity 180,000 bushels; Lloydminster, 2 elevators, capacity 70,000 bushels; Gladstone, 2 elevators, capacity 70,000 bushels; Estevan, 3 elevators, capacity 80,000 bushels; Innisfail, 1 elevator, capacity 30,000 bushels; Gretna, 9 elevators, capacity 200,000 bushels; Qu'Appelle, 5 elevators, 122,000 bushels; Pincher Creek, 3 elevators, capacity 90,000 bushels; Medicine Hat, 1 elevator; Rapid City, 4 elevators, capacity 100,000 bushels; Fort Saskatchewan, 3 elevators; Shoal Lake, 5 elevators, capacity 300,000 bushels; Plum Coulee, 7 elevators, capacity 180,000 bushels; Wapella, 6 elevators, capacity 250,000 bushels; Ox-bow, 5 elevators, capacity 130,000 bushels; Winkler, 7 elevators, capacity 300,000 bushels; Pilot Mound, 5 elevators, capacity 180,000 bushels; Gilbert Plains, 5 elevators, capacity 110,000 bushels; Rouleau, 4 elevators, capacity 110,000 bushels; Macgregor, 3 elevators, capacity 70,000 bushels; Carman, 6 elevators, capacity 250,000 bushels; Abernethy, 5 elevators, capacity 145,000 bushels; Strathcona, 4 elevators, capacity 600,000 bushels; Lethbridge, 1 elevator, capacity 25,000 bushels; Emerson, 5 elevators, capacity 195,000 bushels; Grandview, 5 elevators, capacity 175,000 bushels; Calgary, 4 elevators, capacity 460,000 bushels; Olds, 1 elevator, capacity 30,000 bushels; Roland, 5 elevators, capacity 160,000 bushels.

The first new corn marketed in 1907 is reported from Wichita Falls, Texas, on August 17. It sold for 50 cents per cwt.

H. H. HAINES.

The gateways of the Southwest year by year are becoming more and more attractive to energetic young men whose business training has been of the sort to open their eyes to the needs and the possibilities of commerce and trade. The country is growing, and the volume of commodities, including grain, that must be intelligently marketed, must also increase, making ample opportunities for those who are qualified to grasp them.

Among the young men who have gone to the Southwest in recent years and found permanent lodgment there is H. H. Haines, whose portrait appears herewith. It is only some seventeen years ago that he entered the employ of the Michigan Central Railroad at Detroit, in the office of the assistant general freight agent, as stenographer and rate clerk. This position he held for two years and then he decided to go to the International & Great



H. H. HAINES.

Northern at Palestine, Texas, to occupy a similar position.

Deciding to abandon railroading as a career, he entered the employ of a grain firm and went to Kansas City as the firm's representative in that market. This engagement lasted for five years, during all of which time he was actively engaged as a working member of the Kansas City Board of Trade.

Later he went to Richardson & Co., by whom and their successors he was employed for nearly ten years, representing them at different times in Kansas City, Chicago, Winfield, Kan., and Gainesville, as well as on the road, his travels carrying him from Chicago to the Pacific and the Gulf. On leaving Harris, Scotten Co., Richardson & Co.'s successors, Mr. Haines went into business on his own account at Gainesville, now his home and business headquarters.

MINNESOTA GRAIN GRADES.

The annual joint meeting of the Minnesota Grain Inspection Boards was held at Minneapolis on September 5. The Board is composed of A. F. Evenson, S. P. Thorson and W. F. Kelso for Minneapolis and T. B. McManus (chairman), W. C. Gray and P. Borge for Duluth. Of the meeting in question, A. F. Evenson was made general chairman and W. F. Kelso, secretary. The Boards meet as required by the statute to establish grades on all grains subject to state inspection.

No material changes were made in the grades of wheat. A test weight was placed on durum No. 1 of not less than 60 pounds to the bushel; No. 2, not less than 58, and No. 3, not less than 55 pounds.

A lower test weight was placed on oats to conform with the law and also to be in line with other

markets of the country. It was reduced from 33 to 32 pounds to the bushel. The test weight on barley was reduced from 50 to 48 pounds per bushel.

There has been some complaint as to dockage; but the law allows only what the inspection department names.

SOME ELEVATOR TROUBLES.

Buffalo, N. Y., has had some grain elevator troubles that illustrate what may happen in elevators that are not open to the public—and show the necessity of having the grain elevators at railroad terminals as much open to the use of shippers as other kinds of railroad freight depots are. Some of the troubles which have taken place in Buffalo are outlined by the Evening News of that city as follows:

"The most sensational elevator events in Buffalo in the last twenty years have been those in which elevator owners or managers have also had an interest in the grain they handled. The first instance was that of Sherman, who sold warehouse receipts to the extent of over \$200,000 and then sold the grain again. He served time in Auburn as a penalty. Two or three years ago the Washburn case occurred with suicide and murder as its sequence. The latest disclosure is that the Rodebaugh suicide was the result of fraud of the old kind. The master of the elevator had command of the grain and used it fraudulently. It does not follow that the blending of the two characters of warehouseman and owner leads to sin and death, but only that it offers especial temptation to wrongdoing, usually beginning in speculation.

"It is because of such things that six or seven states have lately passed uniform laws relating to warehouse receipts. Governor Hughes signed the New York law a month ago. One of its points is that it requires a statement of the interest of the warehouse ownership in any receipt for grain if such interest exists in the least degree. That is not an absolute security, for the door of crime is still left open, but it slightly reduces the temptation to it by affording the buyer a fair chance to protect himself by examination before the habit of fraud has gone very far, even though penalties for omission to state such a fact relate solely to negotiable receipts. The law has been adopted in seven states at the instance of the commissioners on uniform legislation and the bankers' associations of several states, and also several business organizations. It is of less worth in Buffalo than elsewhere because the grain business in this city is handled with non-negotiable receipts, the business being done by shipload instead of by carload as in other ports, since other ports receive by rail and ship by water to Buffalo. Negotiable receipts run down to carload value and are convenient for Chicago, for example. Buffalo dealings run mostly to cargo values and it isn't convenient to break up consignments into small figures with receipts to correspond. But that is all matter of detail to be corrected later."

New Oats Turning Out Poorly.—Toledo had twelve cars of new oats on track to-day (August 15). Nine of them graded sample, being hot. Be careful. Run them over your corn shellers carefully, and clean them well. Poor quality is a feature which will make filling future sales of standard more difficult and cause a wider difference between good and poor oats. Chicago had only five cars standard out of 233.—King & Co. Last night's rain over the oat belt, it was figured, would again delay thrashing. Arrivals bulletined show 361 cars, of which 10 cars graded "Standard," 194 cars No. 3 white and 96 cars No. 4, latter grading low because of dampness. Dealers who know such ill-conditioned grain will not "keep" at home, should not complain or be surprised if it has to be sold at sharp discounts here. Yet, it is better to "push" such grain than to have it turn "hot" on one's hands. Such oats should be held by the

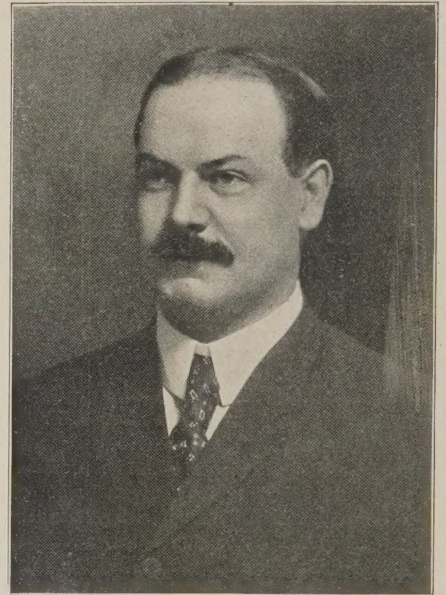
grower until seasoned. When the grain comes dry it will meet with good inspection and prices.—Pope & Eckhardt Co., August 16.

CHICAGO CORN CARNIVAL.

The National Corn Exhibition to be held at Chicago during the "Corn Carnival" season, October 5-19, will doubtless be a collection of fine corn such as has never before been equaled in the country even at the International Expositions. Certainly, the prizes offered for exhibits are beyond any ever before held up for competitors to struggle for, the premium list consisting of about \$16,000 in cash, and \$50,000 in merchandise prizes ranging from Texas farms to pianos and all kinds of farming implements. The exhibition will be given in the Coliseum building, which will be decorated for the occasion, and there will be included in the program a corn kitchen wherein all manner of dishes possible to be made of corn and corn products will be concocted "on the spot."

A. R. WARE GOES TO PORT ARTHUR.

For the third time Chicago loses one of its best grain inspectors, to assume the duties of chief inspector at a seaboard point. It was not long since that Seth Catlin was appointed chief grain inspector at Boston; then Geo. B. Powell, chief clerk of the department was called later to the inspection department of the Omaha Grain Exchange, and on September 1 A. R. Ware, assistant to Chief Inspector R. P. Kettles of the Grain Sampling and Seed Inspection Department of the Chicago Board of Trade, was appointed Chief Grain Inspector at Port Arthur, Texas. Port Arthur was but recently



A. R. WARE.

made an entry port and two new slips are being built, which will make it an exporting point of importance.

Mr. Ware has been identified with grain interests for the past eighteen years. He was associated with R. P. Kettles under the firm name of Kettles & Ware, private grain samplers, previous to the formation of the department, which he left to go to Port Arthur. He has a thorough knowledge of grain and will take to his new duties a wide, practical experience in inspecting and sampling, besides the good wishes of very many friends.

Car shortage is already acute enough Southwest seriously to interfere with business and wheat shipments from Kansas City to the Gulf are being delayed by the congestion prevailing. Kansas City elevators are blocked and yards and sidetracks are full of loaded grain cars.

CHARTER MOUNTED OPEN JACKET CYLINDER ENGINE.

The accompanying illustration shows the Charter Gas Engine Co.'s Open Jacket Cylinder Type Gasoline Engine mounted. This engine has a specially designed cylinder and water jacket, the jacket holding sufficient water to keep the cylinder cool. It is open at the top and when the engine is operated continuously water may be added from time to time to replace that which evaporates.

In cold weather the water can be drained off when the engine is stopped, thus avoiding danger of freezing and broken tanks and pipes.

The mounting is very compact and the lightest possible consistent with strength, so the outfit is

able to guy the plays, players and everything and everybody concerned.

"Charity benefited to the extent of a little under \$3,000, the most fashionable audience which ever attended such an event in Minneapolis turned out and cheered, and everything was most delightful. About 2,100 persons were present at the game, filling the bleachers and grandstand and forty-five boxes with the beauty and chivalry of the metropolis of the great Northwest, and eighty-four men and one woman from Chicago. The one woman was Mrs. Frank Bunch, wife of a director of the Chicago Board of Trade. She is the official chap-erone and mascot of the Chicago team, and is exceedingly good at both jobs.

"The Chicago trader-ball players were 'just too cute.' Even the local feminine contingent had to

pened, but the inning ended with the score 2 to 1 in 'our favor.'

"And then—it hurts to tell what happened then. A veil shall be drawn over the proceedings and certain remarks by local enthusiasts allowed to pass unheard. When the clouds rolled by Chicago had put something like four more runs to its credit and someone in the background was remarking in a tone of voice audible throughout the field, 'Good boys, Minneapolis. Charity begins at home.'

"Nothing more happened in the scoring line until the last of the sixth inning rolled around with Minneapolis at bat. Up to that time, with the exception of a brief interval in the fourth inning, the elongated Mr. Henry in the guise of a pitcher had looked like a good ornament for anyone's parlor. But Mr. Walling started the disclosures as to Mr. Henry's past. Mr. Walling got tired and refused to strike at anything. This made Mr. Henry rather peevish, apparently, for after throwing three balls without effect he hit Mr. Walling right on the back. Hub Owens got one base and the busy Pete Hanson fled to left field, scoring Walling. La Batt at this stage of the game amused himself by knocking seventeen consecutive fouls and the thing finally petered out, score 3 to 5, 'their favor.'

"During the interval between this and the eighth inning, Hub Owens, the Minneapolis catcher, got hit on the arm. The portly Kramp of Chicago either mistook or pretended to mistake the nature of the injury and proceeded to pour water down the fiery hirsute adornment possessed by the injured Owens, thus adding insult to injury, and giving the impression that he thought Hub was suffering from an injured head.

"Colonel Lee in the Bleachers was heard cheerfully offering a box of cigars for the first home run made by a Minneapolis man and ever and anon borrowed 'a chew' from a neighboring fan.

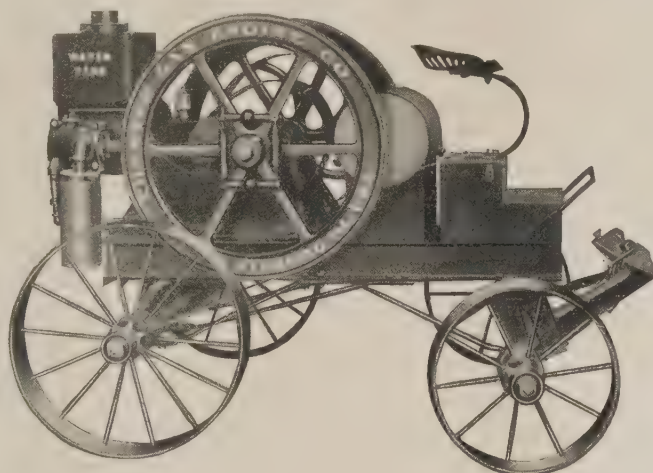
"Minneapolis revived from the comatose state in the eighth inning long enough to put three runs for itself on the scoreboard and incidentally to present a pretty tableau. Horace Greeley, second base man for the Chicagoans, as before mentioned, is stout, if not portly. Hub Owens started speeding from first base to second, and Howe, the Chicago catcher, was just mean enough to throw the ball to Greeley. Mr. Greeley assumed a pose denoting extreme action and prepared himself to spear the ball as it passed over his head. His gaze was on the sky. The spectators gasped as Owens was seen to throw himself upon the base line, while moving rapidly. Reclining on his stomach Mr. Owens sped through the dust straight at the unsuspecting Greeley's legs. The populace collectively held its breath a second, and then all was over. Mr. Greeley 'had sat,' and sat with all the decisiveness of his 200 or more pounds. The picture elicited much applause and comment.

"At the close of the eighth inning it looked like Minneapolis' game. Something happened. And Chicago scored four times in rapid succession in the ninth and the rest is best told by the score:

"Chicago 0 0 1 0 4 0 0 0 4—9
"Minneapolis 0 0 0 2 0 1 0 3 0—6"

Many fields began to shell before they were quite ripe, says a reporter at Fergus Falls, Minn., a condition heretofore unheard of here. The outer covering, or chaff, died and fell off before the kernel ripened and this let the kernel fall also. Many farmers cut their fields before they intended to because the grain was beginning to shell and it is evident that the insect pests would have wrought general havoc had they appeared a little earlier.

Samples of new corn from Little York, Ill., were shown at Chicago on September 9, that were fully matured and frost would be beneficial rather than injurious. Very little of the corn, however, is as far advanced as this particular field, and a frost before September 25 would touch a good deal of late corn. Bennett had a message from Litchfield, Ill., saying that they were loading new corn there for the first time this season.



CHARTER MOUNTED OPEN JACKET CYLINDER ENGINE.

easily moved. Like all other Charter engines, this one is built in a scientific manner and of the best materials. It is made in sizes from 6½ to 20 horsepower and is an ideal general purpose engine. Full particulars as to cost, etc., may be had by addressing the manufacturers at 400 Locust St., Sterling, Ill.

BASEBALL—AN APPRECIATION.

The "return game" between the baseball teams of the Chicago Board of Trade and of the Minneapolis Chamber of Commerce was played at Minneapolis on August 7, at Northrop Field. The teams lined up as follows:

Chicago Board of Trade—Florentine, third base; McClean, shortstop; Howe, Badger, Bonstedt and Mitchell, catchers; Kramp, center field; Henry Cole, Dalton, pitchers; Schulz, left field; Garneau, first base; Brennan or Vehon, right field; Greeley, second base.

The Minneapolis Chamber of Commerce—Owens, catcher; Beautner, Griffiths, Beaupre and Beatty, pitchers; La Batt, first base; McDowell, second base; Getchell, shortstop; Hansen, third base; Walling, center field; McCarthy, right field; Gouch, left field; substitutes, Berger, Stuhr, Hughes, McKinnon.

"Nine young persons who trade in wheat, corn, oats and other farm produce on the Chicago Board of Trade got out on Northrop Field, and in the name of sweet charity proceeded to wallop nine other young persons who trade in the aforesaid cereals on the Chamber of Commerce in Minneapolis, until some time had elapsed and other persons versed in the usages of baseball declared that the Chicagoese won the game by the score of 9 to 6," says the Minneapolis Journal. "Not that Chicago did all the walloping. Far be it from so, for at the conclusion of the eighth inning Minneapolis had the best of the argument by 6 to 5. Then something happened—and Chicago was declared winner. The disgusting part of the whole performance was that a decent specimen of ball playing was furnished by the players, which was disappointing to the spectators, who expected to be

admit that, as the boys from Chicago appeared on the field in their dry-cleaned gray uniforms. On each outside seam of the trousers worn by the Chicagoans was the dearest little red stripe, and their stockings, which were of the brightest red, had a gorgeous stripe of white just below the knee. As real genuine matinee idols the Chicago team had a prize in a trio of the smilingest, chubbiest traders ever seen in baseball togs. Messrs. Greeley, Kramp and McLean composed this trio and how any team with such as they could lose is hard to say. And baseball togs do become them so well. Henry, who pitched for Chicago, runs somewhat to the other extreme in point of pulchritude. When preparing to deliver the ball Mr. Henry's appearance was reminiscent of the rattlesnake preparing to strike—although it may be said for Mr. Henry that he is not a bit venomous. Then, too, there was Horatio Florentine, who, in the game played at Chicago, won the title of the human croquet arch, but who doesn't really look like one.

"Of course, when the Minneapolis team put in an appearance there was little more admiration wasted on the Chicago boys. Possibly it was because the Minneapolis contingent had their eyes on the gallery and on certain persons there. It must be admitted, though, that the Minneapolis bunch collectively and individually was very, very nice—also gentlemanly. The latter term is a direct slap at the Chicagoans who would come right into Minneapolis and beat the home team, which was certainly anything but the part of gentlemen.

"Just to show what they could do, both teams played pretty near perfect ball in the opening and for the first two innings the scorers didn't have anything in particular to do. Chicago grabbed out a run in the third, Minneapolis continuing perfect gentlemen and scoreless. The windy ones were blanked in the fourth, and then Minneapolis lost its poise for some reason. Hub Owens, the local catcher, slapped the ball into center field, McDowell burned one between first and second, then there was a double steal and Mr. Henry, who was doing the tossing for the opposition, went up to examine a star, while Pete Hanson fell on the ball and knocked in two men. Several other things hap-

J. A. HEATH.

Were one to ask a hundred grain and hay men, taken at random through the Middle West and East, "Who is the leading grain and hay dealer of Michigan?" all probably would answer without hesitation, J. A. Heath of Lenox. As secretary-treasurer and general manager of the Richmond Elevator Company, with grain and bean elevators and hay warehouses at Lenox, New Haven, Emmet, Hickey, Avoca, Smith Creek, Valley Center, Mt. Clemens, Memphis, Romeo, Doyle, Fair Haven, Leonard and Marine City, he may be called the largest shipper of hay, grain and beans in Michigan, his tonnage representing several hundred cars a month, while as has happened, when there is a car shortage, his company is the heaviest loser in the state. The magnitude of the business therefore has brought him into personal contact with shippers and receivers not only of Michigan but



J. A. HEATH.

of the East, New England and the Southeast, where the products he handles are consumed. Realizing, too, the inter-relations of Michigan dealers and receivers in other states, he has always taken a practical and active interest in association work, and has become very conspicuous in that way, especially in the hay and bean organizations, which have been more active in Michigan than have the grain organizations. It was, therefore, something more than merely his ability to make friends with those with whom he came in contact, but his well-recognized executive ability and his wide connection with the trade, that called him to prominent places in the management of the trade organizations of his state, including the presidency of the Michigan Hay and Michigan Bean Jobbers' Associations and the vice-presidency of the National Hay Association.

Mr. Heath is a native of Michigan and only about forty years of age. His first experience handling farm products was in California where, after leaving college, he owned a fruit ranch. This was in the latter '80s. On returning to Michigan he entered the grain and hay business, for which he had undoubted qualifications; for it is a notable fact of his career that every step he has taken in a business way has been successful. His business grew rapidly and soon assumed large proportions. In 1896 the Richmond Elevator Company was organized to operate a line of elevators in eastern Michigan. It was very successful, but in 1905 the company was reorganized with \$75,000 capital, taking in as stockholders a number of the more prosperous farmers, business men and bankers of the country in which the company's elevators are located, of which company W. H. Acker is president and F. D. Fairfield, vice-president. The last annual meeting of the company was held at the Hotel Harrington, Port Huron, on the 3d inst., and

on the conclusion of the regular business, a banquet was served the shareholders, representatives and buyers.

It is almost a proverb that the busiest men in the conduct of their private business are called on to assume public duties also. Mr. Heath falls into this class, of course, and has in recent years held several responsible county offices, as well as been for several years either chairman or treasurer of the Republican County Central Committee of Macomb County. He has also found time to attain prominence in the Masonic fraternity of Richmond and Mt. Clemens, as well as in the I. O. O. F., W. O. W. and I. O. F. His family consists of a wife, a son and a daughter.

[From the American Brewers' Review.]

THE BARLEY CROP OF 1907.

BY EMILE BUTZ.

With Rosenbaum Brothers, Chicago.

The barley crop for the year of 1907 is going to be a disappointment. The yield will fall from five to eight bushels below last year's, and the quality will be a mixture ranging from thin, light-weight, damaged grain to fairly plump, sound and good stock. The bulk of the crop will be medium-berried, fairly sound grain, testing from 45 to 46 pounds in the dirt.

The shortage in the barely crop, however, will not be the only factor to contend with this season. The oat crop will be markedly short, especially in the barley growing sections of the country. Oats yields there are ranging from 22 to 50 bushels per acre, testing from 20 to 26 pounds to the bushel, against 40 to 65 bushels per acre last year testing 28 to 32 pounds. Estimates on the oat shortage run all the way from 200,000,000 to 300,000,000 bushels. That the oats are very light there is not a shadow of doubt. Thrashing returns universally show a marked decrease in yields and decidedly inferior quality as to test weights; in fact, immense quantities of oats failed to fill out the head and the resulting crop is exceptionally light weight and windy. To make these light weight oats fit for satisfactory feed a mixture of some other grain will be necessary. Thin, long-berried barley is the ideal admixture for this purpose; and already the oat and feed dealers are picking up that kind of barley in liberal quantities, and, as the season progresses, there is no telling how great this demand may become. Wind is a good thing in its place, but when served to a working horse as a staple food, enveloped in an oat hull, it alone will not fill the bill.

The corn throughout the barley belt is fully 20 to 30 days late, and to secure a merchantable corn crop, frost will have to hold off until September 15 to October 1. However, the corn in the barley belt looks well and is more uniform than in some of the larger corn sections, and with fair weather conditions will make a moderately satisfactory crop.

The following conditions were observed on a 2,000-mile inspection trip covering the barley growing sections of Iowa, Minnesota, South Dakota and Wisconsin. Over 600 miles of this trip were by team and auto and thousands of acres of barley and oats received personal attention by actual field examinations, not merely by riding by, but by careful scrutiny of the heads, weighing of bundles, counting of shocks and measuring distances between shocks, as well as estimating stands, the object being to get at the actual state of the crop without bias. Our party consisted of one elevator man, one maltster and one commission man (the writer), and we all agreed that the following statement is a correct exposition of the conditions as observed. Since writing these reports, thrashing returns have been received that further indicate the conditions reported. We add these verifications to the different sections:

We found one universal condition. In no field did we find entirely uniformly sized heads of good length. Everywhere short heads were in order,

the percentage varying in the different fields all the way from 20 to 60. This condition was generally ascribed to the cold, late spring and excessive cold rains early in the summer. Then, when the growing conditions finally became favorable, the plant grew with such rapidity that the straw had no time to stiffen so as to bear the weight of the ripening grain. Large areas, therefore, became lodged and weak and failed to fill out properly. The thrashing machine will tell a tale of disappointment. Thrashing reports received to date show the yields are falling generally below last year. In some extreme instances 50 per cent decrease has been reported, but in most cases five to eight bushels per acre are reported, which indicates a decrease of 16 to 20 per cent below last season's showing.

M. E. BARNEY.

It needs no oracle to tell us that the elevator business in Chicago is a different proposition to-day from what it was twenty-five years ago. The story of the change would be an interesting one from a commercial point of view, for it would tell us how new markets and new routes for the movement of grain have sprung up in the interval, making necessary new methods of doing business, and how out of those necessary changes grew many transportation abuses that created endless friction, which, in its turn, did much to force upon the railways the legislation that now controls their operations. Mechanically, too, the elevator business has changed, what with the cleaning, mixing, clipping and purifying of grain, but this, too, is a recent and "another story." The real matter of interest to us is that the picture herewith is that of a young man who has seen it all—"all of which I saw, part of which I was."

Born at West Medford, Mass., in 1866, M. E.



M. E. BARNEY.

Barney came to Chicago in 1876, and seven years later, having completed his education in the public school of Chicago, in 1883, he entered the employ of the historic and pioneer elevator firm of Chicago, Munger, Wheeler & Co. That firm was subsequently succeeded by the Railway Terminal Elevators Company, and it by the Weare Commission Company and it in its turn by J. J. Bryant, who managed the plant until it went out of business and was closed in 1904. During all those twenty-one years, Mr. Barney was connected with the old house in various capacities. When the end came he went to the Requa Bros., and stayed there until that house, too, was closed and torn down. Then he became superintendent of the Grand Trunk Elevator, a position he still holds under the lessees, the Hooper Grain Company, who took the house in 1906.

Twenty-five years in first-class positions and still

on the sunny side of 42 is a good enough record for anyone.

RECIPROCAL DEMURRAGE.

BY F. O. MELCHER,*

General Manager of the C., R. I. & P. Ry.

It is the duty of the railway company to forward its freight within a reasonable time and to equitably distribute its cars. The public must consider that, due to the very nature of the railway business, conditions arise which cannot be controlled, and a regular and uniform movement of certain classes of freight is at certain times of the year almost impossible. It is the duty of the railway company to see that its managing officers and their assistants have in mind at all times the necessity for giving as good service to the public as the conditions will permit, and if the service is not given, which the public naturally expects, a great deal of the friction between the shipping community and the railway company will be removed by the parties drawing together on the understanding of the causes of the apparently unsatisfactory service.

I believe the duty of the public with relation to the railway company is more difficult than the duty of the railway company with reference to the public. While many men will conduct their business with the railway company in the same manner that they would with any other manufacturer or retailing concern, yet there are others who seem to think, by the mere economic relations of the railway company to the people, they are entitled to receive a different attention, a different courtesy, a different service and different privileges from the railway company than they would receive from any other concern with whom they do business.

A man having goods to ship may fail, perhaps, to give the railway company fair advance notice of his requirements, in order that the cars might be furnished or other preparations made for the handling of his traffic. And coming to the car supply question I realize I am approaching one in which you, gentlemen, are vitally interested. In correspondence with your secretary, I have at times called his attention to the fact that the Rock Island has cars enough to move all of the tonnage offering at its junctions and locally on its line, if distributed evenly over the entire twelve months; but it has not cars enough—and I believe no other railway company has cars enough—to move all the business within a limited period. One of the specific elements of co-operation between the railway companies and the public, and one of the duties of the public co-operation, is to regard the actual conditions as they exist. Car shortage cannot be remedied by reciprocal demurrage bills; cars cannot be created by fines, imprisonments or public enactment, but the capacity of the available equipment can be increased by your co-operation in securing a more prompt release of cars. I will not burden you with a long line of statistics as to what could be accomplished in this direction. I am stating a fact when I say that the arrangement by which demurrage is assessed for the time cars are held beyond a certain free time for the convenience of the consignor or the consignee has resulted in increasing the efficiency of the car supply of the country.

"Demurrage" is not a pleasant word to many of you gentlemen. In many cases it is connected in your minds with injustice and unfairness. Demurrage means the detention or the allowance made to the owner of a transportation vehicle for delay or detention. In the railway world it has come to be a rental for the use of equipment. From time immemorial demurrage has been paid or an allowance made to the owner or master of

a vessel for delay or detention in loading or unloading. In the absence of a specific contract, no reciprocal obligation has existed that the ship shall make its trip within a specified time, and the public has always been obliged to bear the burden of many of the hazards of transportation.

The rental for the car and the, so-called, reciprocal demurrage are in no ways related.

A true reciprocal demurrage bill would be something on these lines: A standard time shall be agreed upon between points for commodities shipped by classes. If the railway makes this time, there shall be no penalty; if it does not make the time, a penalty shall be paid; if it makes better than the specified time, it shall receive a premium. And another feature: If the railway companies are to be penalized by the ordinary reciprocal demurrage bill, for not furnishing cars in times of congestion, then the public should pay the railway a penalty for failure to furnish lading for empty cars that exist at times when there is a surplus of cars.

Comparing the car situation on the Rock Island for the months of February and June of the current year, we find in June 15 per cent less cars to unload than existed in February, and 30 per cent more cars empty than we had in February.

If the public is to co-operate with the railways,



ALFALFA MILL OF THE OTTO WEISS ALFALFA STOCK FOOD CO., WICHITA, KAN.

is it not its duty to endeavor to ship its business so that it may be more evenly distributed over the year, and at times when car supply is more adequate? At the present time the demand for commercial coal is much less than it will be later, but the time is rapidly approaching when the demand for coal will tax the capacity of the mines and the transportation lines. Past experience has demonstrated that it is impracticable, if not impossible, for the mines to produce and the railways to transport promptly, at all times, all of the fuel that may be required. During the past winter, cases entirely beyond the control of the railway companies caused so-called coal famines. One of the uncontrollable causes was congestion, caused by severe weather in certain territories; another cause was the improvidence of the people in not laying in a stock of coal at a time when it could be secured. When coal could be purchased at a reasonably low price and transported promptly, it was not done. All wanted the coal at once. The result was the inability to meet the demand. If the coal had been purchased earlier—if the people had been prudent, the trouble would not have occurred.

It has been suggested that the commercial interests store coal during summer months, in the same manner that the railway company is storing coal during summer months, in order that the equipment of this country may be freer for the prompt handling of business during the congested periods. The railways and the mines make a lower rate to compensate the commercial man for the expense he is put to in storing coal.

Some assistance could be rendered in the matter of grain. There is grain at certain periods of the year in elevators that should be moved. For certain causes it is not moved. I will venture to say that in some cases it would have been more profitable for the man to market his grain than it was to hold it until later, when the railways could

not move it, on account of congestion; and one of the great causes of congestion and trouble is in the terminal situation. The railway company, perhaps, moves its car promptly, but the elevator or dealer cannot unload it upon arrival. I do not, by asking this feature of co-operation on the part of the public, intend to dodge fair cases of unsatisfactory service that could be made against the railways, but, when analyzed, it will be found that the railways are not always as culpably negligent in this matter of poor service as many of our patrons perhaps believe.

In the prompt release of cars you can make your co-operation perhaps more practical than in any other way.

AN ALFALFA MILL.

Of the value of alfalfa hay one need not now say much, its position as a stock and poultry feed being well established. It is not only a rich feed itself, but it aids digestion and promotes the assimilation of other feeds, while the action on the digestive tract is grateful, in that it removes the causes of heat, fever and constipation of the bowels. Owing to the nature of the plant, however, it has been found advantageous to reduce the hay to meal, in order to avoid ruinous loss in handling; and for that purpose

numerous alfalfa mills have been established in the West and in California.

Among these is the mill of the picture, owned and operated by the Otto Weiss Alfalfa Stock Food Company of Wichita, Kan. The building is located at 221-227 South Santa Fe Avenue, and is 36x210 feet in size. Its daily capacity is eight carloads of feed. The "Stock Food" of the company contains alfalfa, corn chop, shorts, linseed meal and bran, making a "balanced ration" of 4.77 per cent fat, 14.11 per cent protein, 53.51 per cent carbohydrates and 17 per cent fiber.

The company is capitalized at \$100,000, and is officered by Otto Weiss, president and treasurer; B. Warkentin, first vice-president, Newton, Kan.; W. B. Throckmorton, second vice-president, Wichita, and E. B. Jewett, secretary, Wichita.

FIRST KILLING FROSTS.

Compilation of the dates of the first killing frosts at Minneapolis, as made by the weather bureau there, shows the following:

1906	.....Oct. 10	1898	.....Oct. 14
1905	.....Oct. 20	1897	.....Oct. 9
1904	.....Oct. 6	1896	.....Sept. 19
1903	.....Oct. 26	1895	.....Sept. 30
1902	.....Sept. 13	1894	.....Oct. 9
1901	.....Oct. 14	1893	.....Sept. 25
1900	.....Nov. 7	1892	.....Oct. 8
1899	.....Sept. 30	1891	.....Oct. 7

On August 16, 1888, there was a frost which did heavy damage to wheat, and the crop proved disastrous to mills of the Northwest. Although it was nearly twenty years ago the wheat trade has very vivid memories of the effect of that, the last, big disaster to the spring wheat crop from frost in the Northwest. The frost came on and it was in the following month that B. P. Hutchinson ran his celebrated corner and ran wheat up to \$2 per bushel. There was a general all-round advance in the market of about 30 cents as the result of the frost scare that year.—Record-Herald

*From an address made at the banquet of the Iowa Grain Dealers' Association at Des Moines on July 9, 1907.

COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

HENRY FIELD SEED COMPANY.

Editor American Elevator and Grain Trade:—I note the paragraph on page 98 regarding our new building. That is all right, only you are slightly off on particulars. We are not out on Walnut Creek but are located in the heart of the city. The building is to be of modern construction, fireproof and the largest seed building in the state.

Yours truly, HENRY FIELD SEED CO
Shenandoah, Iowa. Per Henry Field, Pres.

F. H. PEAVEY & COMPANY.

Editor American Elevator and Grain Trade:—We notice on page 82 of your August issue in the Editorial column, the following article:

The "Peavey" interests on this side the international boundary as a "line company" have been practically closed out, the parent company having concentrated most of its energies in Manitoba. The company has long been distinguished as one of the shrewdest and most successful grain operators in this country, both before and since Mr. Peavey's sudden death.

This article is in error. The only line company which we have practically sold out is the old original company, operated under the name of "Peavey Elevator Company," having houses on the C., St. P., M. & O. Ry., between Minneapolis and Omaha, including a few houses in South Dakota and Iowa. We still retain our large interest in the states, and we think we are operating more country elevators on this side than any other elevator concern, having houses in Nebraska, Kansas, North and South Dakota and Minnesota, operated by our different subsidiary companies.

We wish you would please have the proper correction made in your September issue, and greatly oblige.

Yours truly,
F. H. PEAVEY & CO.
By C. F. Deaver, Secretary.

Minneapolis, Minn.

CROPS IN THE NORTHWEST.

Editor American Elevator and Grain Trade:—Wheat harvest is about completed to the international line, and the quality will apparently average much better than for some years past. This is more true of Minnesota and South Dakota than of North Dakota.

There has been some wheat threshed in South Dakota and Southern Minnesota, but not enough in the northern districts to admit of a final and close estimate of the total yield. We believe, however, from as careful investigation as circumstances will permit, that the three states have produced about 180,000,000 bushels of wheat, of which, perhaps, 30,000,000 bushels is durum.

Some fields of late oats are still uncut in North Dakota, but the oats harvest is practically completed and it has proven an extremely spotted crop. Not to exceed 30 per cent of the yield is good, heavy quality. As stated in one of our previous letters, the oats crop suffered this year from some trouble not understood and the quality is very generally light and chaffy. The total yield of the three states is probably less than in 1906.

Barley harvest has been completed and much of the crop has been threshed. The quality is much superior to that produced in 1906, both as to mellowness and color, and we think the yield exceeds that of last year.

Flax cutting has been in progress for two weeks, but will probably not be completed for another two weeks. Though there has been no flax threshed, we still look for the largest crop ever harvested in Minnesota and the Dakotas. The frosts of two weeks ago caused some damage to late flax in

North Dakota—how much, it will be impossible to determine until the crop is threshed; but we believe the damage to be quite small, as most of the crop was already in the boll. There was also small frost damage to late wheat in parts of North Dakota.

Corn continues to make excellent growth, but it will require at least three weeks more of good weather to mature all of the crop.

Yours truly,
THE VAN DUSEN-HARRINGTON CO.
Minneapolis, Sept. 6.

OHIO GRAIN DEALERS' ASSOCIATION.

Editor American Elevator and Grain Trade:—We have decided to hold our regular fall meeting at the Chittenden Hotel, Columbus, on Tuesday, November 5. The session opens at 10 a. m.

While we will give some attention to the discussion of "wheat," yet the main topic will be "new corn," which will be of unusual interest this year.

At the request of the corn people and on account of the backwardness of the present corn crop, we are holding the meeting considerably later than in former years. In former years we have always held it from the 15th to the 20th of October, hoping to anticipate the early movement of new corn; but this year we thought best not to hold it as early as in former years, for fear that corn would move so late that the sentiment created so far in advance would die out and lose its effect.

Yours respectfully, J. W. McCORD,
Columbus, Ohio. Secretary.

THE NATIONAL HAY ASSOCIATION.

Editor American Elevator and Grain Trade:—Anyone who attended the Niagara Falls convention of the National Hay Association certainly could not help being impressed with its unprecedented growth. Starting but a few years ago with comparatively a handful in number, the membership consists to-day of over 900 representative hay men engaged in the various branches of the business—truly a great achievement.

Many advantages are to be had through a membership in the National Hay Association. Uniform grades and uniform quotations are established facts in all the principal markets and shopping points. An arbitration committee, created to settle disputes between members, thereby saving endless litigation and expenses, is open to any member. In addition to this, a dealer's name being entered in the directory of our forthcoming annual report, as an advertisement alone, is well worth the small annual dues.

The very efficient secretary's office keeps in touch at all times with those who prove to be irresponsible, and this alone might save any member at some time the price of a car of hay. The cost is but 10 cents per week for a year, an expense resulting in a return many times the outlay. The officers are pledged to the interests of the rank and file, and request that no one need be afraid to write to the executive on any subject, who promises to give the same prompt attention.

What our line of business needs is a closer and better relationship between the shipper and the man who handles his goods, whether he buys them or handles the same on commission, and a membership in this association leads up to this without any particular effort on anyone's part.

Respectfully yours, CHARLES J. AUSTIN,
New York City. President.

WISCONSIN INSPECTION AT SUPERIOR.

On August 15 the Wisconsin Grain Commissioners applied to the federal court at Madison for a modification of the court's injunction restraining the commission from inspecting and weighing grain on the railroad elevators of Superior. Judge Sanborn, who issued the injunction on the petition of the Globe Elevator Co., expressed himself as willing to give Wisconsin inspection a trial under the condi-

tions suggested by the Wisconsin Commissioners, which were, that shippers and owners of grain may secure Wisconsin inspection and weighing of grain at Superior should they so express their desire, and that any grain shipped out may be so inspected and weighed if requested.

The court, however, refused to modify his injunction until the Great Northern road had been heard. That corporation, when the occasion was made, made objection to any modification; and the matter is now in the hands of the court, with a strong probability that the injunction will stand as issued.

DEATH OF P. B. SMITH.

P. B. Smith, president of the Minneapolis Chamber of Commerce (for the second term), died in the White Mountains of New Hampshire, of Bright's disease on August 16. The funeral took



THE LATE P. B. SMITH.

place at Minneapolis on August 21. He leaves a widow and a married daughter.

Mr. Smith was born at York, Pa., on February 9, 1851. Having received a common school education, he came West in 1869, and for a year taught school at Bellevue, Neb. He entered the grain business at Duluth in 1870. In 1874 he became junior partner in the grain firm of C. B. Newcomb & Co. From 1880 to 1888 Mr. Smith was superintendent of the Northern Pacific Elevator Co. at Fargo. He then moved to Minneapolis. At the time of his death Mr. Smith was vice president and general manager of the St. Anthony & Dakota Elevator Co., director of the Washburn-Crosby, the Barnum Grain and the Royal Milling Companies, and vice president of the Winona Fire Insurance Co.

In voicing the general regret felt in Minneapolis business and social circles at the early death of Mr. Smith, the example of whose life was in every way wholesome and inspiring, the Minneapolis Journal says:

"Mr. Smith belonged to the old guard. He was a progressionist, but always a conservative. Method that made for immediate success or favorable showing without a sound basis had no attraction for him. He conducted his own affairs upon that principle and carried the spirit into the administration of his office as president of the Chamber.

"Minneapolis is at the beginning of the second generation stage. Though many of the old guard are still with us, and we hope they may be spared for years to come, the big business interests are gradually working into the hands of the younger men. The process is perhaps as marked in the grain trade as in the fields of jobbing, manufacturing or banking.

"It is a splendid thing, when a business man of

the old school has passed away, to be able to point the younger generation to his method and principles for guidance."

[Circular of Kansas Agricultural Department.]

FOUR KANSAS CROPS.

By F. D. COBURN.

If most of those who are supposedly well informed as to Kansas grain crops and their relative importance were asked to name the four they suppose most largely grown, the chances are that wheat would be put first, corn second, oats third and rye fourth. This order would no doubt be generally accepted without question; but the fact is that barley has superseded rye in the quarter, and, of course, corn should head the list, as it is the most valuable product of Kansas soil. Kansans, however, are prone to give wheat the greatest prominence, because Kansas is the leading wheat-growing state in the world. As to the competition for fourth place, the statistics are interesting, as given in the latest report of the State Board of Agriculture.

Twenty years ago the yield of rye was nearly five times greater than that of barley; in 1906, the yield of barley was over ten times more than of rye; and in ten of the past twelve years barley has out-yielded rye. In the twenty years, ending with 1906, the aggregate yield of barley was five million bushels more than that of rye. Barley thus far has been distinctly a western country crop; and its large increase in acreage is doubtless due to the recent rapid development of that part of the State.

Spring wheat is another western Kansas crop. While never pretentious as a state product, it is of considerable importance to some counties in the northwest. For years its sowing steadily declined, and it was thought a matter of a short time until practically no area would be devoted to its growing. In 1904 there were only 45,000 acres in spring wheat, of which nearly two-thirds was in the three adjoining northwestern border counties of Cheyenne, Rawlins and Sherman, and the other third was reported from 69 counties, 33 counties having none. In 1905, however, there was an increase of 100 per cent in acreage; and in the year following its acreage was over 100 per cent more than the area sown in 1905. Except five, every county in the state had spring wheat, the most of it, however, being the western counties.

These striking increases naturally attracted attention from the State Board of Agriculture, and in making up the statistical forms for this year they were so arranged as to bring out more particular information on the subject. Returns already received from forty-eight counties, including those foremost in spring wheat production, show that the increased sowing is probably due to the extraordinary advertising given in recent years to the durum (macaroni) spring wheats by the United States Department of Agriculture. Its officials have been actively exploiting these as extremely desirable for regions of uncertain rainfall, which, according to the Department's view, includes a portion of Kansas. This year's reports, for the forty-eight counties, show that of the increased area in spring wheat 85 per cent is durum.

These wheats are said to be particularly adapted for making macaroni, and the Department of Agriculture claims that the demand for them greatly exceeds the supply. The Government's experts say the macaroni wheats have a great future for bread-making, but this is denied by other competent authorities, especially when its product is compared with breads from the flours of hard Turkey red wheats; and a milling journal insists that the macaroni is merely what was formerly the well-known and very ordinary "goose" wheat. Macaroni wheats doubtless have a niche to fill, but the consensus of opinion seems to be that wherever the hard, red Turkey wheats, so famous for their excellence, can be profitably grown, as in Kansas, no considerable production of the durums should be urged. Of course, the red, hard wheats will never be displaced by the macaroni, but where conditions may

not favor the former (which does not apply to Kansas), increased attention may perhaps be advantageously given the durum wheats.

The western part of Kansas where the growing of macaroni wheats has been especially recommended by the Washington authorities is annually devoting increased areas to the hard winter wheats; appreciation of them is growing there day by day, as it should in a region so admirably adapted to a commodity unceasingly sought by commerce, at prices that indicate the public's esteem.

S. P. THORSON.

A man whose record as member of the Minnesota Grain Inspection Board (board of appeals for Minneapolis) for two years (1905-1907) was of such a character that Gov. Johnson has reappointed him to serve until 1909, is S. P. Thorson of Winthrop, whose portrait appears herewith.

Mr. Thorson was born in Sweden in 1853, and



S. P. THORSON.

came to the United States in the spring of 1872. He worked on a farm in Nicollet County, Minnesota, until the spring of 1878, when he moved to Casselton, N. D., and began work with A. R. Dalrymple on his farm. In a short time Mr. Thorson became foreman on the great estate and later superintendent of this 4,000-acre farm. This position he held until the fall of 1894, that is to say, about sixteen and a half years. He then moved to Winthrop, Sibley County, Minnesota, where he purchased a farm of 600 acres adjoining the city limits of Winthrop and on the line of the St. Louis Railway. On this fine estate Mr. Thorson makes his home.

EFFECTS OF UNSOUND GRAIN.

A French doctor has reported to the National Academy of Medicine a distinctive phase of insanity which, as to its causes, is novel to European science, though, unhappily, far from new in itself. Dr. A. Marie, a practitioner in mental cases in Paris, was staying in Egypt, and in visiting an asylum at Alexandria found himself so much attracted by a form of insanity which seemed to be almost peculiar to the Arabs that he entered upon its study. Starting from the observation that nearly all the victims of this form of mania were also afflicted with the pellagra or skin disease of the country, he finally evolved the conclusion that it results from the habitual consumption of cereals in an unsound state. From this one is tempted to speculate upon it further. Pellagra is common enough in Italy, and the question arises as to whether it produces a similar form of insanity there.

[From the Railway Age.]

OMAHA AS A GRAIN MARKET.

BY EDWARD J. McVANN.

Secretary of the Omaha Grain Exchange.

There can be little question in the mind of anyone who is familiar with the history of the Omaha grain market since the organization of the Omaha grain exchange in 1904 that Omaha is destined to be one of the world's great primary markets.

Omaha is a receiving and shipping market only. We have not yet established any industries here which consume grain, but our elevator storage capacity has already reached 6,000,000 bushels, and we feel that it is only a question of a short time when the great stocks of grain brought here and our capacity for taking care of them will bring milling and manufacturing industries to take advantage of these conditions.

Close study of the conditions of grain production shows clearly that, while the territory tributary to Omaha does not rank first in production of grain, it comes very near ranking first in surplus production, and this latter fact is most significant when the future of a market is being considered. Chicago and St. Louis have a territory directly tributary to them which is the greatest grain producing territory in the world, but they are not able to take full advantage of this fact, because far the greater portion of the grain produced in that territory is also consumed in it and never moves to any market.

The territory tributary to Omaha as a grain market will be very largely increased in the next decade. Facilities are being rapidly created for the storage and utilization of the waste waters in western Nebraska and eastern Colorado and Wyoming. The Campbell system of dry farming is being utilized for the growing of grains in a vast stretch of territory which has heretofore been considered arid land. South Dakota west of the Missouri River, western Nebraska and all of Wyoming are being covered with new railroad lines, and the result will be the breaking up of large tracts of land and the production of grain in a very large territory used hitherto solely for grazing. All of this territory is directly tributary to Omaha and its growth will develop the Omaha market.

No matter how well Omaha may be situated with reference to receipts of grain, it will avail it little if it has not distributing facilities equally as good. In this respect we are very fortunate and we feel that our future is assured. We have at Omaha the western and northern termini of five great railway systems. This assures us free outlets to Minneapolis and Duluth on the north; to Chicago, Milwaukee and Peoria on the east; to Kansas City, New Orleans and Galveston on the south; to St. Louis, Memphis and all the southeast. Through these lines we are able to reach, upon favorable terms, not only every market that can be reached by any competitor, but every market that can be reached by every competitor, and there is not another primary market in the United States receiving anything like the volume of business that is being received at Omaha which can truthfully make the same boast.

The Pennsylvania Railroad's new grain barge, put into commission after long delays and in spite of the protests of the trade that the barge was not the facility the port needed and that it was not fit for the purposes it was intended to serve, used for the first time on August 26, was found to be in a leaking condition. The first load was 8,300 bushels of corn, put into the barge from the Girard Point Elevator. When this corn was being transferred into the steamship Minnesota it was found that 700 bushels at the bottom of the barge was wet. This corn was damaged 35 to 40 cents per bushel, for which Hancock & Co., the owners and exporters, made claim on the Girard Point Elevator Co., controlled by the Pennsylvania Railroad, and the barge and her damaged cargo were turned over to the insurance underwriters to adjust the loss.



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A. J. MITCHELL..... Business Manager

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ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., SEPTEMBER 15, 1907.

Official Paper of the Illinois Grain Dealers' Association.

FORMULATING PUBLIC OPINION.

Special scanning of our exchanges during the past thirty days convinces us more fully than before that the country grain dealer is missing his opportunity, who neglects to cultivate his local newspaper. His enemies are doing it and with effect, especially in parts of Iowa, where they are deliberately creating friction by misrepresentation; and so far as our opportunities for observation go, but one country paper in that state has squarely taken up the grain dealers' side of the case. Naturally, the tone of the country press reflects the sensationalism to a certain extent of the yellow city newspapers, whose distortion of facts by implication, by false perspective, by half-truth statements and in innumerable other ways, gives all their news a suspicious cast. But the country press is near to the reader, and its false statements are therefore the result of ignorance rather than of deliberation. The country editor is usually a good fellow if one takes him right; at least, he doesn't want to make enemies or set his patrons by the ears; he will, at least, give both sides a hearing if both sides want it. In the absence of the other side, naturally he "protects" the farmer because the farmer is his patron. But the "commission house syndicate" working Iowa is not. He has no interest in that crowd as opposed to the local grain buyer who treats him right and takes him into his confidence. The grain dealer is not usually an advertiser; he thinks he doesn't have to be. But he would find it profitable in more ways than one to be one, and to use the local paper just as the local merchants do—to foster his own business. The local merchant never has any difficulty in getting matters into print that takes a proper slash at the mail order houses. Need one

"wonder why?" or why the grain dealer, on the other hand, usually "gets it under the chin," impersonally, as a part of the "grain trust"?

THE NATIONAL ASSOCIATION.

Little need be added to the announcement made elsewhere of the approaching annual convention of the Grain Dealers' National Association at Cincinnati. The convention city is a most happy selection. For the first time in the history of the Association the convention will be held east of Indianapolis and in a city accessible to members of the Association and the trade in the Southeast and the Atlantic Coast states, all large buyers of Western grain. To bring these two branches of the trade into closer personal contact than has been the rule heretofore will certainly be of advantage to both buyers and sellers.

The program, too, this year takes on a more national aspect. For the first time, again, the convention will be addressed by men of national reputations not made in the grain trade or in transportation, who will speak on subjects of direct interest to the trade, but from a different point of view than might be expected of men personally engaged in handling grain. It will be "shop," of course, but different. The peculiarly technical agenda will consist largely of reports of an important character. Thus the combination constitutes a program of uncommon interest.

Those who intend to be present will serve themselves and the officers in charge of the convention by communicating that fact to the secretary and the Hotel Sinton at Cincinnati. It will ensure them the best of hotel accommodations and enable the entertainment committee to provide in advance for the personal comfort of guests.

LOSSES BY LIGHTNING.

The new Fire Marshal of Wisconsin, Thos. M. Purtell, after two months' work in gathering statistics of losses by fire in that state this season, attributes nearly 75 per cent of the fires in country districts to lightning. This has led to a comparison by him of losses on buildings protected by lightning rods and those not so protected; from which he draws the conclusion that "the rod is almost a certain safeguard. It would almost seem advisable," he adds, "for fire assurance companies to offer some inducements in the way of lower rates to persons using lightning rods."

Insurance men have discovered, by the way, the surprising fact that the Department of Agriculture has circulated a report by Alfred J. Henry, meteorologist, who, after giving it as his opinion that the erection of lightning conductors is an absolute benefit in the protection of property, if properly constructed, says: "If the building is insured against loss by fire or lightning it would not seem advisable to go to the additional expense of erecting lightning rods; in any event, the final decision must be reached by the owner of the building."

So far as the individual is concerned, that may be true enough; but it certainly is surpris-

ing that such a doctrine should be promulgated by the Government, whose duty it is to discourage economic waste in every form; and not the least discouraging of such wastes are the losses by fire, which annually run up into the hundred millions, because most of this tremendous loss might be prevented by proper precautions and that much wealth saved to the nation.

THE DURUM PROBLEM.

One of the predicted objections to the growing of the durum wheats in the Northwest has come to a realization this fall, to-wit, the mixing of the durum and hard spring wheats by the farmers. A local paper at Wells, Minn., on August 29, said: "The first wheat was brought to the mill on Monday. It was a mixture of our ordinary wheat and durum—a mixture that it is almost impossible to mill." The Wells editor advises the farmers to "cut it out until our country gets so anyone can't raise anything else."

But the farmer probably will not take this advice. He will raise both kinds, because the durum yields well, and the spring wheat pays; and he will mix the durum with the fife or bluestem to fool the elevator man, and call him a robber because under the rules, his mixture will be graded durum and be subject to a heavy discount, which, from now on promises to become year after year a greater one. The Northwest is raising now more durum than the country can consume in making macaroni and other pastes, or find a market for; and the English millers, our best customers, will not take it, excepting a few who use it in "very small doses," as a correspondent of Milling, Liverpool, says. "To the miller, durum is objectionable, being of a hard, flinty nature and absorbing a large amount of power in grinding;" the flour has a yellow tinge that is deemed "most objectionable"; while the gluten, the strong feature of the flour, for which it gets what credit it has, is by the same authority, declared to be "doubtful," sometimes making a "stringy dough of little promise for bread making."

So, at their best, the durum wheats are now looked upon with more or less suspicion at home and abroad; and if the mixing the Wells miller complained of shall become general, it will certainly reduce the selling value of spring wheat everywhere and of the spring wheat flour on our Eastern markets where it meets the hard Kansas wheat flour, which has not yet been contaminated with durum.

A KINK IN RECONSIGNMENT.

Mr. Midgeley, in a circular to his railway clients, reproduced in part in another column, calls attention to a U. S. Supreme Court decision which would permit a radical modification of the practice of making reconsignments of car lots of freight, and the utilization of which he recommends as a solution for car famines, in so far as these are due to abuses of the railway practice of interchanging cars. The reader's attention is directed to the article in question, the importance of which, in the

light of Mr. Midgeley's recommendations and the fact that the Commerce Commission has made a ruling, on the basis of this decision, denying the right of shippers to route freight beyond the initial line, will hardly be overestimated. Should the railways insist on Mr. Midgeley's doctrine that "consideration of favors to shippers and poorly equipped roads must take second place to the interests of car owners," and on the Commission's ruling, reconsignments without transfer of the commodities would practically cease, as would through rates, except as the shipments were billed through by the shipper from point of origin to final destination on a joint tariff.

CONGESTION AGAIN.

Terminal congestion has again begun to interfere with the movement of grain; and as the new crop of corn matures and corn begins to move eastward the difficulties will increase. "The Pennsylvania Railroad is hauling more freight than at any time in its history," said John B. Thayer, fourth vice-president. "The movement of perishable freight this year far exceeds that of any other similar period;" and so on. The same statement is almost universally true.

There are only the usual words to be said: Be careful about making contracts for future deliveries; be more careful about your record of orders for cars and dates and condition of shipments; have your cars tagged with a card notifying the grain crews that they contain 'perishable' freight; notify your consignees promptly of shipments, car numbers, etc. Eternal vigilance and close attention to the minutest details are always essential to success in any business, but are especially necessary for the safe handling of new grain during a period of traffic congestion.

CRITICISM.

The Bloomington Pantagraph, commenting on the article, "Why It Does Not Pay," of the last number, says "it plainly admits. . . that the regular grain dealers were taking more than a legitimate profit." The article specifically said that in certain states named, the corn belt, in which the readers of the Pantagraph are mainly located, such was not the case; that such a reason for establishing farmers' elevators does not and has not obtained; that the co-operative movement is entirely artificial; and the fact that in the corn belt, especially in the part of Illinois where the Pantagraph is read, the co-operative elevators are neither increasing in numbers nor are specially profitable, shows that that statement is true. Any business that has to be sustained, as the co-operative elevator at its best (in its own eyes) is sustained, by a penalty clause, is a fraud and a fake and is not doing a square business. And this is the only form of competition to which the regular grain dealer seriously objects; and he does object to it wherever it is because it is not a kind of business management that square business men consider reputable.

To much the same purport is Mr. Messerole's criticism of a recent article on the

"Call to Arrive," as to which he insists the paper is "inconsistent" in that "it supports the country end of a combination which you are apparently opposing on the Chicago Board of Trade." In the first place, the paper is opposing no one; it only believes the old system of "track selling" on bids made without competition did not bring to the farmer and dealer the most for the grain, but it does believe the "call" is the rational corrective, and that the call system has been a benefit to the farmer and the trade.

But Iowa is open country. The "line elevator" does not dominate it; nor does one market control it. Nowhere in the country, save in central Illinois, is the competition of many markets for the grain sharper than in Iowa; and it all pure "hot air" to say that a "combination" controls or makes grain prices in that state. The fact that the farmer elevators there can only be kept alive by a resort to the "penalty clause," is sufficient proof that there is no reason in the nature of things why they should exist at all, so far as "helping the farmers" is concerned.

TU QUOQUE.

Senator Hansbrough of North Dakota, has succeeded in making a straddle that will at least add to the gaiety of the people of North Dakota and of his friends at Washington. Representing in the Senate a state where the anti-trust sentiment has been directed against the "trusts" entrenched, so the agitators have long told us, behind the grain elevator, the lumber yard, the coal shed, the implement store and the flour mill, he was called on to address the Society of Equity at Casselton, "on one feature of the wheat situation in the United States that closely touched the matter of price"—a situation truly, for a noble senator!

But Mr. Hansbrough was equal to the occasion. Since he could not deny—in North Dakota—the existence of divers and sundry "trusts," for to do otherwise were ruinously heretical politically speaking, he therefore said: "There appears to be a mistaken idea as to the purposes of the Society. As I understand it, its aim is to assist wheat raisers in holding the bulk of their grain for a fair figure—a figure that would be in harmony with the prices wheat raisers are obliged to pay for the articles they must buy. This is equity in the purest form. If some people call it a wheat trust, the farmer can truthfully say it is a trust into which he has been compelled to engage in order to save himself from ruin."

The senator doubtless congratulates himself on the cleverness of his straddle. But the "you're another" argument was never anything but the weapon of a demagog, wherever it was used, unless, perchance, it was in the squared circle, whose laws are still fundamentally those of the late Marquis of Queensbury.

The Society of Equity, whatever its intentions, as a trust really amounts to very little, except as it gives some degree of notoriety to certain small men, among whom, one is surprised to find the senator from North Dakota, who can hardly expect the *tu quoque*, as a forensic *tour de force*, to be other than the

last verbal refuge of one who must somehow justify what is in itself unjustifiable. For if any trust were objectionable, surely the Society of Equity, which aims at the control of the price of food, would be in the highest degree reprehensible.

NOT WILLING TO PAY.

The Karachi wheat contract, for which English millers clamored for so many years, has, after a short trial, been abandoned, reminding one of the ancient distich—

*Since I was so quickly done for,
What in h—l was I begun for?*

The contract allowed 3½ per cent of dirt; but as Karachi wheat arrived at Bombay with a lower percentage, usually not over 2 per cent, the soil of the district was in danger of being all exported, since dealers very naturally added enough dirt to make up the allowable percentage, and "then some," because after paying the penalty for the surplus there would still be left some profit on the dirt.

The experience of the Indo-British trade (to which reference is made in another place) illustrates two difficulties that the American trade also encounters, to-wit, that of inducing British or foreign buyers to pay the price that would ensure them literally clean grain, and the objection that would arise to inspection on the percentage system—that the grain would inevitably contain the full amount of dirt, etc.,—in the latter case such an amount as would be permitted under a percentage rule. Doubtless the dirt allowable under the rule now actually obtains, at least when it is delivered on a warehouse receipt by a public elevator, but the objection has been raised that the sophistication would begin at the farm. Human nature can be relied upon to that extent, of course; but even so, such result is not a complete answer to the percentage theory of reform, by any means.

ALL ARE WAITING.

Interest in the Commerce Commission's investigation into the elevator business under the LaFollette resolution has been revived by the positive assurance of the New Orleans Picayune's correspondent at Washington that Mr. Marble, special prosecutor in the case, has a report ready that "does not mince matters," and that will go to Congress when that body assembles in December. We shall wait with bated (or will it be baited?) breath for this report, now several months an anachronism, whatever its purport, except that it will be interesting to read the Commission's comments on the practice of railway companies leasing their own terminal elevators to private parties instead of treating all their patrons squarely by operating them themselves for the public convenience. If the Commission can give a turn to the expression of its joint opinion of this species of carriers' meanness that will make the practice seem to the carriers as reprehensible as it is in fact, and so lead to reform in that regard, the investigation, which was 90 per cent pure buncombe, will not have been in vain.

Editorial Mention.

With barley up in the 90's, and still going, "all barley malt beer," will begin to put on airs.

It is said the North Dakota branch of the Society of Equity is urging farmers to build private granaries. Only sensible thing the Society has ever done.

Mr. Beverstock's paper on "Buying Clean Grain" is mighty good reading for those who have the nerve and the good sense to put his ideas into practical and daily use.

The National Association of Chief Grain Inspectors will hold its annual meeting at Cincinnati during the annual meeting of the Grain Dealers' National Association.

The fifteenth annual Directory of Grain Dealers of Illinois, issued under the authority of the Illinois Association, is now in press and will be issued on or about November 1.

As will be seen by Secretary McCord's letter on another page, the Ohio Grain Dealers' Association's fall meeting will be held early in November (5th). Further details in the next issue.

One of the "sad features" of the telegraphers' strike was the quitting of 100 of the Christie men at Kansas City. This, said a Winfield, Kan., paper, "absolutely ties up all of the local market quotations [?] and means a great loss to dealers" (sic).

Commerce Commissioner Lane has been in Minnesota trying to find out if all is going right in transportation matters of the Northwest. Apparently every thing is working "like a Dutch clock," as the Commissioner could get track of no complaints from the grain men.

The Kansas Grain Commissioners refused to lower the grade weights of wheat at the request of the farmers. "What we want," said Mr. Lockman, a buyer at Wellington, "is a grain standard which won't be changed every year."

The Stillman act, in Iowa, among other things, makes it the duty of every grand jury in that state "to investigate the grain business." Won't there be a "beautiful time" doing it? Mr. Stillman and his fellow legislators seem to have been nearer the limit than had been imagined.

The settlement of the Chicago public elevator row, that militated against the market—a civil war, in fact—will be hailed with gratification by the entire grain trade of the continent. The more so, since the settlement will doubtless strengthen the Board's attitude toward, or control over, the public elevators and heighten the latter's respect for the Board's authority. The interests of both will be

served by the settlement, whatever its compromises, since neither could well get along without the other.

Shippers of oats will serve themselves by making note of the carload minimum regulations printed in another column. Some shippers think this kind of literature is more or less perfunctory in character; but it isn't.

Duluth firms have fixed upon 7 per cent as the rate of interest to be charged to shippers on advances of money to the country or on consignments. This rate is higher than the preceding rate and has made some talk; but it is not unreasonable considering the condition of the money market.

Zahm & Co., Toledo, make the following suggestion: "Shippers should be careful and not use drafts that have the words 'with exchange' printed thereon; and if they do, just run the pen through same; because, if they come in here that way the banks will always charge it to the drawee."

Washington City is riding on the crest of a "reform wave," and to the surprise of everybody, the police the other day, raided the bucket-shops. This is not the first time "vice has flaunted itself under the shadow of the capitol;" but this is the first time the police spectacles have been of a right color to see it in this form.

An Illinois farmer thinks he has solved the wet grain problem. He does it in this way: Using common lumber and wire cloth, he has built two ventilators in his granary, which let the air through the grain and take the hot, damp air out; and he reports that the ventilators work perfectly and do dry out the grain. Won't he pass around the plan and his experience to his neighbors?

The National Association at Cincinnati will of course have its good word to say of the work done by its arbitration committee, whose performance of the duties put upon them cannot be too highly commended. Such a decision as that printed in these columns in the August number tells a part of the story of their industry, but not all of it—the real labor involved can never be seen on the surface. The trade certainly is greatly indebted to Messrs. Warren McCray, Adolph Gerstenburg and C. B. Jenkins, who we are sure will secure appreciative mention in the proceedings.

Minnesota has a reciprocal demurrage law, and in August the first "reciprocal" claim was paid by a railroad. It wasn't much—only \$3. It may not nearly have represented the cost of the delay to the shipper, perhaps; but the payment was significant in several ways. The taxing of the demurrage was for holding in the yards loaded cars for three days before starting them toward destination. This delay was due, perhaps, to employees' negligence; if so, the cost to the road will warrant an enquiry and enquiries into the cause of unces-

sary expense generally mean better service, and that is all that is asked. The enquiry will therefore benefit both shippers and carriers. And the new law, in the making of which George S. Loftus of St. Paul took an important part, will demonstrate the wisdom of its makers.

There's no telling what the weather is going to be this fall; but the chances are that as the growing season began late, there will be a lot of soft corn to look after. Some of it may never get to market at all; more of it will need curing by proper cribbing during the winter. Encourage your patrons to do this. You'll get the stuff any way, and it will be safer to handle it cured when it does come.

The American Agriculturist tells us that, "The farmer was never in so healthy a position as he is to-day—financially, socially, politically, mentally, spiritually." This is cheering. We had suspected from the uproar some farmers' friends are making because a grain dealer here and there makes a living and has money left to buy his wife a cottage organ, "or some sich," that the farmers were pretty nearly dead gone into poverty—or the "bug-house."

Shippers should bear in mind the fact that the railway carriers are only obliged to allow their cars to run through to remote destinations when they publish tariffs to those points and when grain or hay, say, are originally billed through to those points. Even this obligation, counsel for the carriers says, may be avoided by cancelling such through tariffs; and railway lawyers advise that this be done wherever connecting lines are "unfair" in the matter of returning empties to their owners. It is possible there may be trouble in this respect later on, which will materially affect the cost of moving through grain now "reconsigning" in the original cars without difficulty and moved on the through rate which an abrogation of through tariffs would reduce to two locals.

It is a most remarkable fact that until September 5 there had been no meeting of persons interested as keenly as are the hay, grain, cotton and other receivers who are daily paying shippers' drafts on order bills of lading, to take action to defend their own and their clients' interests at the final hearing to be had before the Commerce Commission on October 15, preparatory to the new uniform bill of lading's being put into effect on January 1 next. The interests of this class of merchants have been entirely overlooked by the uniform bill of lading committee, which, indeed, contained no member directly concerned with this class of business, which is simply immense, representing, as it does, the commerce in every kind of agricultural products—a business that would be revolutionized were the uniform bill to go into effect in its present form, which has been tentatively approved by the Commerce Commission. As above remarked, only the bankers

and the "American Elevator and Grain Trade," among the trade press, have been impressed by the dangers attending the apparent apathy of the trade toward this question. The subject should be made the basis of some vigorous resolutions by the National Association after the problem shall have been presented to them by Mr. Ingle, and a strong committee appointed to represent the grain trade at the Washington hearing of October 15.

The crowded condition of the Santa Fe elevator and annex at Chicago, which is a true public elevator, which receives, handles, stores and conditions the public grain for a proper charge without dealing in grain, ought to be an object lesson to the other "granger" roads of the West. That railway elevators operated as they should be for the public, can be made popular and profitable besides, there seems no doubt. Many persons hope to see the day when all the roads will be required by law to operate their terminals as the Santa Fe house is run. But in the meantime the Santa Fe's experience goes to show that it is popular and that it pays "to be good."

Mr. Gardiner B. Van Ness, who is himself a grain expert, having had the advantage of twenty-two years' experience in the cash grain business in Chicago, in speaking of this year's crops and their distribution, says: "Grain experts will have their inning this year. At all times the man with the experience has the advantage, but this year the uneven quality of the crops makes the services of experts absolutely essential to secure best results in marketing it. The salesman who is the best judge of qualities and values and who knows where each grade and kind can best be used, who has the largest circle of acquaintance and the most friends among the buyers, will be well worthy of his hire. The country dealer must have a representative here 'who knows the ropes,' if he expects to obtain full value for his consignments."

The recording thermometer so arranged as to show at a glance to the man in the office, the temperature at any moment, or the range of temperatures during a given period, in any room of a cold storage house has long been a familiar instrument. Very recently a similar device has been brought out for use in grain elevators to show the temperatures in granaries and at different places in any given bin; since it is now known that a bin of grain may have a summer heat, or higher temperature, at the top and an almost zero temperature at the bottom. Grain going cold into a concrete or brick bin, or even a wooden one, will warm up very slowly; but if quite dry it will not "heat" until it in some way absorbs moisture enough to stimulate fermentation. The real danger is that when cold grain is loaded out in a warmer temperature, it will then condense upon its surface so much moisture that subsequently it will go wrong. Such grain should be warmed up before loading by running through the house at time suitable to warm the grain without exposing it to the

danger mentioned, or, better yet, by running it through a drier. For the reason mentioned, winter shelled or thrashed grain will always be an uncertain quantity. The new apparatus will be of great use to elevator foremen by informing them in advance of handling of the actual temperature of the grain in all their bins and in any part of a bin; and upon that information they will be able to handle the grain to prevent "sweating," or accumulating the moisture which is so dangerous to its keeping quality after it leaves a bin for good.

There was a scale episode at Wooster, Ohio, the other day that points a moral. It was a city affair—they have that kind in some towns where they are too anxious nobody shall be robbed; and the grain and hay dealers "trusted it implicitly," until one dealer who had gone shy about \$500 began to wonder why it was he could not make any money in his business. An examination of his books showed a regular and unbroken possession of shortages. He tested the city scales with weights up to 500 pounds, and the scales were O. K. Then a ton of regulation test weights was put on the platform—2,365 pounds said the scale without a blink or a blush. The farmers present smiled as if at a good 10-20-30; but the dealers didn't—at least, not in the same way.

The struggle in Illinois over the carload minimum, which the Millers' National Federation and some of the shippers want raised from 24,000 pounds to 30,000, of course has the support of the railways, and perhaps most shippers of grain; but the danger of increasing the minimum is that it will have its influence in permanently increasing the capacity of cars and in the elimination of smaller cars. Cars should be required to be loaded to their capacity, whatever their size; but it is not in the interest of the average shipper or average buyer of grain to keep up this continual "hunch" on the size of the carload he is compelled to ship or to buy. There's a limit which should not be exceeded, else the smaller men, who are always in the majority and form the real backbone of the commerce of the country, will be crowded out of existence, commercially speaking.

Whether it really works out that way or not, at least Secretary Cortelyou will have earned the credit of attempting to use the treasury cash surplus to facilitate the movement of grain rather than to buy lithographs, as in the past. This is the first time in our recent financial history, at least, that the treasury has pursued such a policy; but while it may be less spectacular than rushing to the "relief of the market" in the old way, the Cortelyou plan of gradually depositing treasury funds with banks located where those funds can be used for moving the crops, will certainly receive the commendation of the commercial public. The remarkable thing about it is that the financial papers also really approve the plan. Even the New York Evening Post, a most captious critic of financial policies, says very truly that, "The Government

ought to be entirely out of the money market; and Mr. Cortelyou's plan is commendable as an attempt to take it out as much as our unbusinesslike [subtreasury] system will allow."

The Farmers' Elevator Association of Minnesota, has been organized for "protection," etc. It follows the lead of the Iowa co-operatives. Now, of course, no one will dare to suggest that either of these organizations is a "trust" or partakes of the nature of one; but just why the Iowa Grain Dealers' Association should be labeled with such an opprobrious epithet, for such is it in the sense used, and the farmers' elevators' "combine," which is of an exact similar nature and has exactly similar aims and purposes, should be given a certificate of good moral character, is something, as Dundreary used to say, that "No fellah can find out, don't yer know."

Senator Foraker has his own hobby; and that is, the "failure of the Hepburn act." Well, the act has not turned the world upside down, but it has done something, after all. If nothing more, it has wiped "the public be damned" off the list of railroad first principles. But one year's trial of the act has at least demonstrated that the carriers are going to give it due respect and not going to contest the principle of public control or the power of the Commerce Commission to "establish maximum rates," except that the power of the Commission to forbid and prevent discrimination between shippers is to be contested in a case in New York, involving the D. L. & W. R. R. The roads, in fact, have not suffered under the act. Rates on the whole have not been reduced; and railway earnings have largely increased during the year, although some roads, like the Pennsylvania, claim that net earnings are not so large. This is not attributed, however, to the act, but to other causes over which the law and the Commission have no control. However, one thing the year's experience has demonstrated; and that is, the difficulty the Commission has to keep up with its business. In its three-fold character of investigator, judge and maker of rates, the Commission is swamped with business; so much so that Commissioner Prouty, at the National Bar Association meeting in August, advocated the creation of a new executive department to assume the judicial duties of the Commission and permit the latter to investigate and regulate. On an average a complain a day has been filed, any one of which may take more than a day's time to inquire into; so that it can readily be seen that sooner or later the Commission's business will get behind and decisions and rulings be delayed until, in many cases, they will be worthless. Mr. Foraker's complaint, then, is not true, except, perhaps, technically, that the Commission has done nothing. It has done what it could; but it cannot do more than is possible for seven men. The problem of the hour is how the Commission shall be reorganized to fit the exigencies of the situation so that the purpose of the law may be accomplished promptly.

TRADE NOTES

N. Crooke, who has been in the Orient for the past two years in the interest of Nordyke & Marmon Co., Indianapolis, Ind., sailed from Yokohama, Japan, for San Francisco on August 27.

McLeod Bros. are now manufacturing the McLeod Automatic Scale at Bloomington, Ill., as well as at Marietta, Kan. They have large floor space in the White building on Douglas Street, where they will be able to meet the increasing demand for their scales in the central states.

Following is a list of sales of Humphrey Employee's Elevators for the month of August: Great Western Cereal Co., for their Fort Dodge plant (fifth elevator for this firm); Puget Sound Flouring Mills Co., Tacoma, Wash.; Maple Leaf Flour Mills Co., Kenora, Ont. (second elevator); Nordyke & Marmon Co., Indianapolis, Ind.; Commercial Milling Co., Cleveland, Ohio.; Chaffee-Miller Milling Co., Casselton, N. D.

Some idea of the increasing popularity of the New Era Passenger Elevator, made by the Sidney Elevator Mfg. Co., Sidney, Ohio, may be had from the following list of a few of the recent sales: J. C. Hadley, Windfall, Ind.; Fullerton Mill Co., Fullerton, Neb.; Frank Wild, Easby, N. D.; W. H. Kramer, Farwell, Neb.; Las Animas Milling & Elevator Co., Las Animas, Colo.; Davison & Livingston, Toluka, Ill.; I. E. Payne, Eubank, Ky.; Rich & Harrington, Remington, Ind.; Wadena Grain Co., Wadena, Ind.

The S. Howes Co. of Silver Creek, N. Y., inform us that they have never been so busy since the establishment of their business. They are working every man that can be accommodated in their factory, running thirteen hours a day and making prompt deliveries. They state that they are much gratified at the appreciation shown by the millers and grain dealers in their producing efficient separators. They have for the past sixty days orders on hand for machines, received from the largest, and even the smaller, millers of the country, proving conclusively that this is an age of improvement. They have completed and shipped the cleaning plant for the Anheuser-Busch Brewing Co. for their new cleaning house. This line of machinery is the largest order for cleaners that was ever placed by a brewer, amounting to about \$18,000. They have shipped all of the cleaners and packers for the "B" mill of the Hecker-Jones-Jewell Milling Co., and have shipped most of the machines for the "A" mill and expect to complete the entire order within the next thirty days.

NEW ARBITRATION COURT.

The Tri-State Arbitration Committee, acting under the authority of the grain dealers' associations of Kansas, Oklahoma and Texas, has been organized by the election at Wichita of J. N. Shaw of Enid as chairman, and R. M. Kelso of Fort Worth as secretary, E. Work of Ellsworth being the third member of the committee.

The working rules are reduced to the following— it being desired by the committee to cut the technicalities to a minimum and "work always to the matter of equity,"—to-wit:

First: In disputes appealed to the committee, each state shall file appeals with the member of the committee from the state from which the appeal is taken; second, a majority ruling shall be final; third, a fee of \$10 dollars will be charged in appeal cases on amounts involving \$100 or less, and a fee of \$20 dollars in appeal cases amounting to more than \$100, the fee and papers to be placed in the hands of the member of the state from which the appeal is taken. Where question of disputes are not defined by the rules of the association having original jurisdiction of the controversy, then

such rules as are applicable and are defined by the trade rules of the Grain Dealers' National Association shall govern.

It is the purpose of this committee to do as much of their work as is possible by correspondence, thus saving as much of the expense to each of the associations as is practical.

CHICAGO ELEVATOR TROUBLE SETTLED.

The Chicago public elevator imbroglio, that has hung over the market for many months, not to say years, was on September 11 brought to a satisfactory settlement, which is officially declared to be an entirely amicable one.

The history of the case is too recent to need repeating now in this place. It is enough to say that the injunction obtained against closing to the public the railway elevators will stand until the merits of the case shall be passed upon by the Supreme Court; and in the present settlement it is agreed by the elevator people that they will do nothing to in any way prejudice the Board's suits to compel the railroads to furnish public warehouses for the storage of grain. An agreement has been submitted to the attorneys of the different Western railroads for their approval, and it is expected that they will be satisfied.

It is agreed by the Board of Trade to define what privileges the public elevator men are to have and what they are not to do. This is the Board's concession; because the Board has never hitherto done this. The elevator men are to be allowed to own grain stored in "regular" houses run by other firms than themselves, but they cannot own grain stored in their own "regular" public houses. When transferring grain from their private to public houses they must sell it to go to store and before it is put in store.

On September 11, before acting on the applications by the elevator men to have their houses declared regular in accordance with the settlement agreement, the Board of Trade directors made the Dickinson and the Grain Traders' Companies' elevators regular, so that, with the old room that is again made regular, the Chicago market has more regular elevator room than it had before the trouble broke out.

At the conclusion of the directors' meeting of September 10 President H. N. Sager gave out the following typewritten statement that had been authorized by the full directory:

"The Grain Traders' Elevator and the Chicago Dock Company's elevators were declared regular for the storage of grain and flaxseed under the rules of the Board until July 1, 1908. Applications were received from the Central Elevator Co., Armour Elevator Co., Peavey Grain Co., South Chicago Elevator Co., Calumet Elevator Co. and Keith Elevator Co. to have their respective warehouses declared regular, and while final action on these applications was postponed until to-morrow afternoon, at which time the directors will reconvene to consider the applications, it is generally expected that the applications will be favorably acted upon at that meeting." The houses were made regular on September 11.

AGAIN THE BUCKET-SHOP.

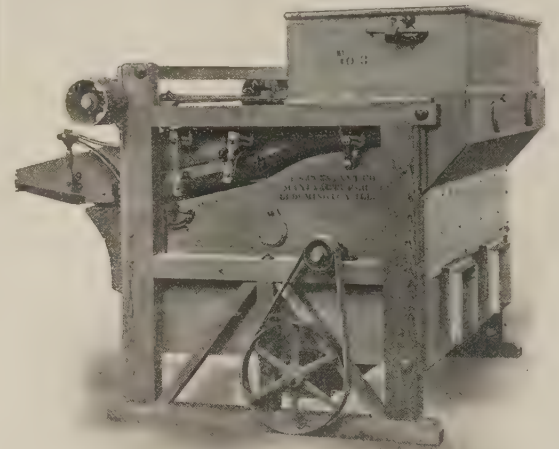
The Minnesota legislature at its last session dumped the bucket-shop problem on the towns, not having the courage to attack the evil squarely. The towns, therefore, are permitted to do as they please. If public sentiment contemplates that kind of tinhorn gambling it "goes"; if not, then the city council or municipal government may by ordinance prohibit the bucket-shop. As might have been expected, the reformer who doesn't know the difference between a bucket-shop and the legitimate purchase and sale of grain is the first to put in his appearance with an ordinance. He is Alderman C. J. Wright of Fergus Falls, whose measure,

should it be adopted by the council of that town, will stop not only bucket-shopping, but all trading in grain on "change margins."

When the Midland Grain Co. of Kansas City, operating a shop at Beatrice, Neb., sold out to the Christie crowd it owed quite a bunch of money to local players; whereupon some of the latter began attachment proceedings, levying on a fund in a local bank. The claims amounted to about \$1,500. Checks came in next day, however, and the game was resumed, no doubt.

THE LITTLE GIANT GRAIN CLEANER.

Among the lines of machinery manufactured by the B. S. Constant Company of Bloomington, Ill., there is none more popular than the Little Giant Grain Cleaner. And that is saying a good deal; for their chain grain conveyor and feeder and U. S.



LITTLE GIANT GRAIN CLEANER.

Sheller have proven very popular with the grain trade, so that any machine that competes with them must have had large sales.

The cleaner throws out the cob and cleans the corn from the sheller. It cleans oats on the corn screen and wheat on an additional screen. Once through cleans the grain. The corn and cobs fall on a perforated steel screen where the coarse cob is separated. The fine cob and corn are conducted into a suction fan leg that is the same width as the screen and has a regulating valve to control the air. The corn goes down through the air and the fine cob and inferior grains are sucked up into the receiving chamber, where it is separated; the heavy material, such as fine cob, inferior and washed grains, are drawn from the machine and can be saved for feed. The light material and dust passes through the fan.

The hopper bottom vibrates with the shoe, making a shake feed, which spreads the grain the full width of the machine as it passes under an automatic valve into a strong current of air, which receives the dust, silks and husks, thus preventing them from filling up the screens.

The machine is durable, runs lightly, is dustless and takes up less space than most cleaners.

Minnesota state grain inspection department will station an inspector at Kasota.

To make 40-lb. clipped oats this year it will take nearly two bushels to make one.

The first spring wheat brought to Fergus Falls, Minn., was received at the Fergus Falls flour mills on August 24. It was of excellent quality, plump and heavy and graded No. 1 Northern. It was brought in by J. F. Johnson of Fergus Falls town, who had thrashed out a few loads—not enough to ascertain the yield per acre, but enough to show that it was going to be very satisfactory. The price was also satisfactory—91 cents per bushel.

RECEIPTS AND SHIPMENTS.

Following the receipts and shipments of grain, etc., at leading receiving and shipping points in the United States for the month of August, 1907:

BALTIMORE—Reported by H. A. Wroth, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1907.	1906.	1907.	1906.
Wheat, bushels.....	1,708,995	2,015,117	775,051	1,228,000
Corn, bushels.....	415,779	381,438	1,091,346	485,982
Oats, bushels.....	266,931	429,377	710	680
Barley, bushels.....		875		
Malt, lbs.....				
Rye, bushels.....	10,212	15,419		
Timothy Seed, lbs.....	2,448	4,818		
Clover Seed, lbs.....	600	690		672
Hay, tons.....	2,584	5,216	874	1,292
Straw, tons.....				
Flour, bbls.....	265,971	302,619	104,013	65,425
Mill feed, tons.....				

BOSTON—Reported by Daniel D. Morris, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1907.	1906.	1907.	1906.
Flour, bbls.....	166,253	183,689	70,076	99,251
Wheat, bushels.....	1,861,426	898,518	1,553,629	1,002,218
Corn, bushels.....	323,058	23,288	202,302	437
Oats, bushels.....	287,03	231,742	1,800	83,841
Rye, bushels.....	900	1,885		
Barley, bushels.....	4,238	1,850		
Flax Seed, bushels.....				
Mill Feed, tons.....	2,571	743	51	43
Cornmeal, bbls.....	2,408	4,328	1,138	1,173
Oatmeal, bbls.....	7,453	14,569	9,815	11,211
Oatmeal, sacks.....	13,329	6,045	16,833	5,394
Hay, tons.....	5,210	5,100	65	824

BUFFALO—Reported by F. Howard Mason, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1907.	1906.	1907.	1906.
Wheat, bushels.....	5,264,918	5,277,307		
Corn, bushels.....	2,435,986	2,988,998		
Oats, bushels.....	1,005,010	2,132,550		
Barley, bushels.....	332,627	609,785		
Rye, bushels.....	123,000	98,700		
Timothy Seed, lbs.....				
Clover Seed, lbs.....				
Grass Seed, bushels.....	33,000			
Flax Seed, bushels.....	1,310,885	1,297,579		
Broom Corn, lbs.....				
Hay, tons.....				
Flour, bbls.....	1,160,264	1,241,000		

Canal did not open until May 1, 1907.

CHICAGO—Reported by Geo. F. Stone, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1907.	1906.	1907.	1906.
Wheat, bushels.....	7,078,952	9,140,438	2,195,999	3,797,243
Corn, bushels.....	5,631,632	4,676,606	6,281,664	5,767,129
Oats, bushels.....	870,051	1,045,690	4,328,011	3,550,265
Barley, bushels.....	378,550	516,900	103,794	126,334
Rye, bushels.....	147,671	138,515	36,798	72,048
Timothy Seed, lbs.....	470,946	1,971,780	443,280	1,059,544
Clover Seed, lbs.....	34,533	232,112	126,590	44,952
Other Grass Seed, lbs.....	281,734	629,260	4,578,472	4,646,369
Flax Seed, bushels.....	58,500	105,400		
Broom Corn, lbs.....	588,592	361,410	628,994	479,500
Hay, tons.....	15,610	17,208	1,109	691
Flour, bbls.....	623,924	754,649	752,661	728,808

CINCINNATI—Reported by C. B. Murray, superintendent of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1907.	1906.	1907.	1906.
Wheat, bushels.....	421,044	355,370	289,374	38,022
Corn, bushels.....	702,972	800,116	405,752	581,278
Oats, bushels.....	546,180	892,262	190,140	691,318
Barley, bushels.....	5,050	50	50	
Malt, bushels.....				
Rye, bushels.....	47,372	59,779	7,470	21,478
Timothy Seed, bags.....	394	4,583	550	2,246
Clover Seed, bags.....	16	1,191	39	859
Other Grass Seed, bags.....	13,304	13,599	6,127	5,851
Hay, tons.....	6,053	8,052	3,021	5,291
Flour, bbls.....	85,629	131,533	47,117	95,121

CLEVELAND—Reported by M. A. Havens, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1907.	1906.	1907.	1906.
Wheat, bushels, water.....	178,000	95,000		
Do rail.....	142,018	681,108	43,428	256,656
Corn, bushels, water.....	185,000			
Do rail.....	233,327	277,595	359,348	166,754
Oats, bushels, water.....	65,000			
Do rail.....	1,130,280	1,269,754	381,243	209,803
Barley, bushels, rail.....	9,600	1,000		
Rye, bushels.....				
Flax Seed, bushels, water.....				
Do rail.....				
Hay, tons, water.....				
Do rail.....	2,548	4,056	202	530
Flour, tons, water.....	105	50		
Do rail.....	5,477	5,071	2,582	1,722

KANSAS CITY—Reported by E. D. Bigelow, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1907.	1906.	1907.	1906.
Wheat, bushels.....	7,205,000	5,892,000	4,181,000	5,805,000
Corn, bushels.....	1,633,000	1,522,000	1,400,000	1,119,000
Oats, bushels.....	1,198,500	724,500	606,000	312,000
Barley, bushels.....	20,000	15,000		
Rye, bushels.....	20,000	23,000	12,000	4,000
Flax Seed, bushels.....	20,800	32,000		
Bran, tons.....	720	1,085	4,425	5,310
Hay, tons.....	14,880	7,550	5,050	5,480
Flour, bbls.....	6,800		148,000	150,400

MILWAUKEE—Reported by Wm. J. Langson, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1907.	1906.	1907.	1906.
Wheat, bushels.....	700,000	939,840	375,900	229,778
Corn, bushels.....	312,000	170,050	468,144	388,883
Oats, bushels.....	724,800	708,100	418,018	297,350
Barley, bushels.....	400,800	375,100	107,500	155,529
Rye, bushels.....	51,300	49,400	9,900	10,400
Timothy Seed, lbs.....		47,450	116,295	280,745
Clover Seed, lbs.....	12,500	299,495		91,810
Flax Seed, bushels.....		7,420		
Hay, tons.....	1,251	1,079	36	48
Flour, bbls.....	225,655	265,025	321,774	302,263

NEW ORLEANS—Reported by H. S. Herring, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1907.	1906.	1907.	1906.
Wheat, bushels.....	355,000	1,475,000	429,924	730,447
Corn, bushels.....	447,000	216,000	403,722	1,639,92
Oats, bushels.....	433,000	471,000	203,415	107,813
Barley, bushels.....				
Rough rice.....				
Clean rice pockets.....				
Hay, bales.....	53,970	38,353	8,357	263
*Flour, bbls.....	52,135	11,440	40,255	59,457

*Through consignments of flour to Europe not included in receipts.

GALVESTON—Reported by C. McD. Robinson, chief inspector of the Cotton Exchange and Board of Trade.

Articles.	Receipts.		Shipments.	
	1907.	1906.	1907.	1906.
Wheat, bushels.....			213,038	1,800,400
Corn, bushels.....			120,837	
Oats, bushels.....				
Barley, bushels.....				

MONTREAL—Reported by George Hadrill, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1907.	1906.	1907.	1906.
Wheat, bushels.....	3,110,707	1,991,669	3,299,117	1,843,672
Corn, bushels.....	911,280	529,885	1,067,114	671,711
Oats, bushels.....	1,496,988	885,778	906,369	876,573
Barley, bushels.....	248,522	185,226	187,425	161,338
Rye, bushels.....	1,200	64,860		
Flax Seed, bushels.....	654,596	671,017	465,149	704,670
Flour, barrels.....	142,793	163,105	232,304	161,397

NEW YORK—Reported by the secretary of the Produce Exchange.

Articles.	Receipts.		Shipments.	
	1907.	1906.	1907.	1906.
Wheat, bushels.....	3,519,300	3,160,300	2,466,811	2,350,750
Corn, bushels.....	1,066,825	1,295,725	1,840,882	1,834,459
Oats, bushels.....	1,499,100	2,627,000	176,251	238,013
Barley, bushels.....	76,800	58,500		31,358
Rye, bushels.....	29,250	50,275	177,426	40,839
Timothy Seed, bags.....			715	377
Clover Seed, bags.....	1,718	3,514	130	2,942
Other Grass Seed, tags.....				
Flax seed, bushels.....	429,100	972,800	318,557	849,529
Broom corn, pounds.....			Bales	Bales
Hay, tons.....	25,369	27,651	2,444	
Flour, barrels.....	391,929	261,045	216,447	300,251

OMAHA—Reported by Edward J. McVann, secretary of the Omaha Grain Exchange.

Articles.	Receipts.		Shipments.	
	1907.	1906.	1907.	1906.
Wheat, bu.....	2,290,800	2,193,600	955,000	1,944,000
Corn, bu.....	1,773,200	1,844,700	1,550,000	1,650,000
Oats, bu.....	979,200	924,800	733,000	387,000
Barley, bu.....	9,000	9,000	1,000	2,000
Rye, bu.....	3,000	2,000	5,000	2,000
Flour, bbls.....				

PEORIA—Reported by John R. Lofgren, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1907.	1906.	1907.	1906.
Wheat, bushels.....	353,000	199,500	364,800	224,900
Corn, bushels.....	1,147,200	973,400	805,300	483,200
Oats, bushels.....	2,042,500	1,859,800	1,251,000	1,290,400
Barley, bushels.....	59,000	62,000	26,000	17,000
Rye, bushels.....	27,000	21,000	11,000	10,800
Mill Feed, tons.....	1,730	1,535	3,116	3,259
Seeds, lbs.....	30,000	150,000	30,000	
Spirits and Liquors, bbls.....	10,288	11,280	44,710	47,712
Syrups and Glucose, bbls.....	3,550	1,550	2,310	6,113
Broom Corn, lbs.....	60,000		90,000	
Hay, tons.....	1,132	3,300	170	383
Flour, bbls.....	54,400	138,900	56,100	135,100

PHILADELPHIA—Reported by L. J. Logan, secretary of the Commercial Exchange.

Articles.	Receipts.		Shipments.	
	1907.	1906.	1907.	1906.
Wheat, bushels.....	2,444,155	1,572,197	1,591,345	954,542
Corn, bushels.....	251,919	60,881	358,670	34,968
Oats, bushels.....	311,963	653,581		
Barley, bushels.....		800		
Rye, bushels.....		1,800		
Clover Seed, bags.....	575	587		
Flax Seed, bushels.....	114,000	157,200		
Hay, tons.....	6,869	3,810		
Flour, bbls.....	385,649	381,702	218,185	149,645

SAN FRANCISCO—Reported by Wm. B. Downes, statistician of the Merchants' Exchange.

Articles.	Receipts.		Shipments.	
	1907.	1906.	1907.	1906.
Wheat, centals.....	83,389		8,876	
Corn, centals.....	9,237		842	
Oats, centals.....	46,627		750	
Barley, centals.....	283,546		86,295	
Rye, centals.....	1,390		43	
Flax Seed, sacks.....				
Hay, tons.....	25,102		4,724	
Flour, bbls.....	72,905		17,048	

TOLEDO—Reported by A. Gassoway, secretary of the Produce Exchange.

Articles.	Receipts.	
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ELEVATOR AND GRAIN NEWS

ILLINOIS.

Do not forget the date of the annual convention of the Grain Dealers' National Association, October 2 and 3 at Cincinnati, Ohio. Headquarters, Sinton House. Arrange if possible to go on the Grain Dealers' Special Train over the Big Four Route, which leaves Chicago October 1 at 2:30 p. m., arrives at Cincinnati at 10 p. m. Send your name, so that reservation can be made, to I. P. Spining, General Northern Agent, 238 Clark street, Chicago.

A new elevator with a concrete foundation is going up at Bluffs, Ill.

George Schultz & Son have secured control of the elevator at Baders, Ill., from Jones & Co.

The S. W. Love Elevator at Champaign is to be covered with corrugated iron on roof and sides.

I. H. Mitchell of Packwood, Ill., has acquired Wesley Bradford's elevator at Pekin, Ill., through a land trade.

Fred Rose of Homer, Ill., will tear down his old elevator and construct a big addition to his new building.

A new 1,000-bushel Richardson Automatic Scale will be installed by C. B. Munday & Co. in their elevator at Litchfield, Ill.

Recently a number of farmers organized an elevator company at Prentice, Menard County, Ill., with a capital stock of \$8,000.

Charles Holmes, a farmer and merchant of Dunlap, Ill., has lately purchased the mercantile and grain business owned by Charles Hines.

J. H. White has lately purchased the Westfield Mill property at Westfield, Ill., and changed the name to the Westfield Elevator Co.

C. B. Munday & Co. of Litchfield, Ill., are planning to rebuild their elevator on the old site. It will be larger than the former structure.

Noah Twist, mayor of Divernon, Ill., has acquired the grain elevator at New Berlin and will resign his office at once to attend to his new business.

The farmers around Mason City, Ill., are discussing the advisability of installing a grain-drier. A meeting will be held September 19 at Mason City.

Articles of incorporation have been granted the West Brooklyn (Ill.) Farmers' Elevator Co. Among those interested are J. W. Thier, John Halbmaier and John Tassig.

Articles of incorporation were recently granted the Consolidated Hay & Grain Co. of Cairo, Ill., capitalized at \$35,000. The stockholders are George McDaniel, W. L. Duncan and C. J. Cassle.

A deal was recently consummated whereby the Bement Grain Co. of Bement, Ill., has acquired the J. M. Camp Elevator and property for the consideration of \$10,000. Mr. Camp has conducted the business for many years.

It is reported that plans have been prepared for the construction of four commodious elevators along the line of the Murrayville (Ill.) cut-off of the Chicago & Alton Railway. Work is expected to begin in the near future.

Workmen are putting the finishing touches on the new Fairbanks Elevator at Ridge, near Mansfield, Ill. It contains nine bins with a capacity of 80,000 bushels. More than 200,000 feet of 2x6 lumber has been used in building it.

The Grain Traders' Elevator Co. of Chicago, Ill., was incorporated last month with a capitalization of \$15,000. It will conduct a warehouse and storage business. The incorporators are Murry Nelson, Jr., Robert Candee and James F. Graben.

R. J. Kahler of Wilmington, Ill., and Howard Kahler, a brother, of Rockville, Ill., have lately purchased William G. West's grain elevator at Deland, Ill. P. J. Kahler has gone to that place to take charge. It is reported the elevator sold for \$12,500.

The newly organized Farmers' Elevator Co. at Charlotte, Ill., has decided to buy the building and business of the Rogers Grain Co. at that place. The directors of the company are Mason W. Foreman, Thomas H. Feeley, Joseph Hubly, Thomas Lahey and James Donovan. J. B. Grotevant is manager of the company, which is capitalized at \$8,000.

A new elevator is being erected by the Vallier & Spies Milling Co. at Kuhn's Station, Ill., on the I. C. R. R., and will be in charge of C. A. Kuhn.

Secretary S. W. Strong, of the Illinois Grain Dealers' Association, announces the following changes among the members during the month of August: V. C. & Trave Elmore succeeded Elmore & Lemmon at Ashland, Sinclair, Drake and Hillview; Holmes Hagaman succeeded L. S. Hazelton at Holcomb; Fred Guentner succeeded Meyers & Straube at Pearl City; J. M. McLean succeeded C. S. Hunt & Co. at DeKalb; Graham Bros. succeeded J. W. Meyers at Florence Station; John Backer succeeded Backer & Good at Shannon; F. H. Cahower succeeded John Coleman at Mt. Carroll; Douglas Salisbury succeeded Doty & Salisbury at Pecatonica; O'Brien & Son succeeded Hearne & O'Brien at Morse (Lombardville P. O.); J. B. Carson succeeded C. H. Ruple at Perdueville.

MISSOURI, KANSAS AND NEBRASKA.

Nutzman & Marquardt have erected a new elevator at Avoca, Neb.

The Sarbach & Camden Elevator at Delia, Kan., has been placed in operation.

H. R. Sheldon has sold his elevator at Smith Center, Mo., and will purchase another.

Painter & Son are erecting a new elevator at Waverly, Kan., on the Missouri Pacific siding.

F. J. Uldrich & Co. of Tobias, Neb., have sold their grain elevator to parties from DeWitt, Neb.

The M. C. Peters Mill Co. of Omaha, Neb., has bought a Richardson 1,000-bushel Elevator Scale.

Grain is being received at the farmers' grain elevator in Farwell, Neb., which has just been completed.

Byrnes & Feighney are constructing a modern elevator at Emmett, Kan., a town on the Union Pacific.

The Saunders-Westrand Elevator Co. of Bloomfield, Neb., has purchased the Kracht Elevator at Crofton, Neb.

Work has been completed on the new elevator for the Sarbach-Camden Grain & Lumber Co. at Rossville, Kan.

Raps Blanchard & Co. have their new elevator at Baldwin, Kan., in operation and are buying and shipping grain.

A commodious elevator is under construction at Andale, Kan., for the Otto Weiss Stock Food Co. of Wichita, Kan.

J. M. Marsh of Hebron has acquired the grain elevator at Carleton, Neb., from H. F. Smith and H. L. Weiner. Fred Marsh will operate it.

Patrick Murphy of Omaha, Neb., has recently purchased the plant of the Omaha Elevator Co. at Madison, Neb., and has taken possession.

R. J. Johnston has lately acquired the grain elevator at Lyons and Noble, Kan., from E. W. Wright, who retires after eighteen years in the trade.

Oro McKinney has purchased the Culver Elevator on the Santa Fe at Wichita, Kan. Some improvements will be made and the plant put in operation.

Carl Jaeke of Belmont, Kan., is constructing a 6,000-bushel grain elevator, which will be equipped with an automatic dump and other improved machinery.

W. H. Taylor, who for twenty-three years has conducted a grain business at Tobias, Neb., has sold his elevator to George Wild of De Witt, now in possession.

A large elevator is to be erected by the Farmers' Elevator Co. at Cedar Creek, Neb. There are also farmers' elevators at Wabash, Avoca, Manley and South Bend, Neb.

D. E. Bondurant has purchased the Rock Milling & Elevator Co.'s Elevator, formerly the Gardner plant, at Ness City, Kan., and will operate it in preference to his old plant.

Articles of incorporation have been granted the Nedderhut & Babcock Grain Co., capitalized at \$10,000, at Kirkwood, Mo. The incorporators are C. O. Nedderhut, Fred H. Babcock and August N. Delano.

H. Q. Banta, a mill-owner of Oberlin, Kan., has recently purchased the elevator at Kanona, Kan., formerly owned by I. J. Peck, and will conduct a regular grain business, with headquarters at Oberlin, Kan.

Milton Tootle, Jr., and associates of St. Joseph, Mo., have transferred the Gulf Elevator at Kansas City, near the Kansas City Belt Railway tracks in the East Bottoms, to the Kansas City Southern Railway for the consideration of \$100,000. The property formerly was owned by W. H. Harroun

and went to Mr. Tootle at the time of the former's failure. It has been idle for some time, but will probably be reopened.

F. A. Derby of Sabetha, Kan., is making some changes in the machinery of his elevator and among other things the Witte Gasoline Engine will be installed by the Witte Iron Works Co. of Kansas City, Mo.

Articles of incorporation have been granted the Logan Bros. Grain Co. of Kansas City, Mo., which is capitalized at \$10,000, paid up. Those interested are Allen Logan, Fordyce B. Logan, R. W. Hocker, James H. Arnold and James H. Arnold, Jr.

W. N. Spellman, for the past eighteen months in charge of the Omaha Elevator Co.'s interests at Pickrell, Neb., has purchased the elevator at Beatrice, Neb., formerly owned by the Central Granaries Co. Mr. Spellman has spent twenty-eight years in the grain business.

Incorporation papers have been granted the Lipscomb Grain, Seed & Coal Co., operating at Liberal and Irwin, Mo. The corporation is capitalized at \$20,000, all but \$4,000 of which has been paid in. Those interested in the company are C. L. Lipscomb, George Millar, Jr., Luther Lipscomb, John D. McFarland, E. P. Miller and J. H. Rudisalle.

The new R. A. Braik Elevator which is being built at Erie, Kan., will have a storage capacity of 20,000 bushels. The corn sheller which is located in a cement lined room in the basement will shell about 500 bushels of corn per hour, and sixty-five feet above it on the top floor of the building is a corn cleaner that has a capacity of between 600 and 700 bushels per hour. The building is about seventy feet high and from top to bottom it is equipped with the finest and most modern machinery that is manufactured for the purpose.

MINNESOTA AND WISCONSIN.

A farmers' elevator is being erected at Elkton, Minn.

Hubbard & Palmer have opened their elevator at Kasota, Minn.

Hans Hogs has lately opened up his new elevator at Alexandria, Minn.

The Hunter Elevator Co. is building an elevator at Plum Valley, Minn.

The Plymouth Elevator Co.'s plant at Henderson, Minn., has been opened.

William H. Byman has leased the Farmers' Elevator at Eagle Bend, Minn.

The Atlantic Elevator at Annandale, Minn., has been overhauled and improved.

L. H. Baker & Co. are building an addition to their elevator at Baker, Minn.

There are rumors that a farmers' elevator will be constructed at Jordan, Minn.

It is reported now that the Duluth Elevator will not be built at Hawick this fall.

D. O. McGuire has enlarged his elevator and warehouse at Howard Siding, Wis.

George Scheid has leased the elevator at Easton, Minn., and will operate it.

The Mutual Elevator Co. has acquired the Swenson Elevator at Canby, Minn.

Ira Buzzel is promoting a farmers' elevator company in the vicinity of Shetek, Minn.

Swanson & Larson of Stockholm, Minn., are erecting a grain elevator at Pepin, Minn.

The Interstate Elevator at Florence, Minn., is again receiving grain. J. A. Martin is buyer.

W. W. Remington has leased from Al Doeg the elevator at Winnebago and will operate it.

A new elevator will be built by the Osborne McMillan Elevator Co. at Sedan, Minn., this fall.

J. B. Sheier has acquired an elevator at Hatfield, Minn., about a dozen miles from Pipestone.

Schaffer Bros. & Co. of Tripp, S. D., have purchased the Peavey Elevator at Windom, Minn.

An elevator will be purchased by the newly organized Hammond Elevator Co. of Hammond, Wis.

A crew of workmen is already engaged in the rebuilding of the burned elevator at Climax, Minn.

Both the Farmers' Elevator Co. and the Spencer Grain Co. are enlarging their buildings at Wheaton, Minn.

The Society of Equity may build an elevator at Bethel, Minn. N. D. Day is representing the organization.

McGlin Bros. of Lakefield, Minn., expect to add to their line of elevators on the Milwaukee Railroad.

Anton Lunder has been elected president of the newly organized Farmers' Elevator Co. at Slayton, Minn., which has purchased the old Peavey

Elevator. Clarence Browning is secretary of the company and James Shirley is grain buyer.

The Western Elevator Co. has again opened its plant at Briceyn, Minn., where A. W. Kingsley is in charge.

The Osceola Mill & Elevator Co. will have its new elevator in readiness at Osceola, Wis., about October 1.

Jacob Rau has leased his elevator and warehouse at Wykoff, Minn., to the W. W. Cargill Co. of La Crosse, Wis.

Grain is now being handled by the Revere Elevator Co. at Revere, Minn., which is under new management.

E. R. Phipps of Paynesville, Minn., has purchased an elevator at Callaway, Minn., and is in possession.

Will Pierce of Dexter, Minn., has leased the Larrabee Elevator at Le Roy and placed Gilbert Miller in charge.

The Farmers' Elevator Co. of Hawley, Minn., will either buy the Andrews & Gage Elevator or erect a new one.

It is reported that Gus Cliesdale of La Crosse, Wis., has acquired an interest in the Pierce-Stephenson Grain Co.

The Northwestern Elevator at Willmar, Minn., has been opened for business under the management of O. K. Severinson.

The Farmers' Elevator at Vermillion, Minn., has been leased to the Rex Elevator Co. and Philip Wiederhold is now in charge.

The Benson Grain Co. has bought the Peavey Elevator Co.'s elevator at Elmore, Minn., and placed W. A. Smith in charge.

I. W. Brown of Ashcreek, formerly buyer for J. P. Coffey, has leased the K. W. Jargo Elevator on the Omaha at Luverne, Minn.

H. B. Borneman of Hallock, Minn., has leased the elevator at Chatham, Minn., from the Duluth Elevator Co. and is now in possession.

Negotiations have been in progress for the sale of the J. A. Danielson & Co. Elevator at Park Lake, Minn., to the Federal Elevator Co.

It is reported the Duluth Elevator Co. has transferred the old Peavey Elevator at Worthington, Minn., to a company at Yankton, S. D.

Both the Pacific and the Great Northern Elevators have resumed operations at Gibbon, Minn. The former agents have been retained.

Lately it was announced that the Powers Elevator Co. of Minneapolis, Minn., had increased its capital stock from \$150,000 to \$600,000.

The Farmers' Co-operative Elevator Co. of Belle Plain Minn., has been organized and will either purchase or build an elevator at once.

Lyon Bros. Elevator at Sturgeon Bay, Wis., has been remodeled and improved. A new gasoline engine has been installed and a cleaner.

Some repairs have been made upon the Amenia Elevator at Foxhome, Minn., and it is now ready to handle a million bushels or more of grain.

J. B. Abrogast of Minneapolis, Minn., has leased the Eames-Lord Elevator at Morris, Minn., which has been idle for some time and will operate it.

P. McCargar of Duluth has returned to Fergus Falls, Minn., where he has leased the Ball Elevator. It was reopened by him on September 10.

McIntyre & Ingold lately acquired the American Grain Co.'s Elevator at Bigelow, Minn., and will continue the business with O. C. Forsberg in charge.

The Farmers' Elevator Co., recently organized at Steen, Minn., has purchased the Western Grain Co.'s Elevator at that place. A. C. Ridenour is manager.

After having been closed for some weeks the Van Dusen Elevator at Walnut Grove, Minn., is again in operation. J. S. Foster of Lynd, Minn., is in charge.

A 3,000-barrel cistern is being built by the La Duc Elevator Co. at Kasota, Minn., and other improvements are being made. About \$10,000 will be expended.

The Mutual Elevator Company has purchased an elevator at Marshall, Minn., which Vice-president L. M. Bergeson, formerly of Triumph, Minn., will look after.

Articles of incorporation have been granted the Johnston Elevator Co. of St. Paul, Minn., which is capitalized at \$100,000. Those interested are D. S. B. Johnston, Charles L. Johnston and A. D. S. Johnston.

Two steel grain tanks are being erected by the Republic Elevator Co. at Superior, Wis. They will be 45 feet in diameter on a 50-foot base of concrete 11 feet high. The tanks will be 65 feet high and the total storage capacity of the two

bins will be nearly 200,000 bushels. The work is being done by the Barnett & Record Co. and will cost about \$30,000.

The Farmers' Elevator Co.'s new plant at New Ulm, Minn., has been equipped with a 10-horsepower electric motor.

An elevator costing about \$8,000 is being built by the Claro Milling Co. of Lakeville, Minn., at that place. It will be the largest on the Hastings & Dakota road.

House-movers have been moving the elevator at Thief River Falls, Minn., belonging to the Red Lake Falls Milling Co., from its old position to a more desirable one.

The Farmers' Union Elevator at Glencoe, Minn., is to be removed from its present site to another nearer the company's mixing house. C. H. Deuel is manager of the plant.

Frank Lambertson recently sold his elevator at Adrian, Minn., to Mueller & Zehnfennig of Beresford, S. D., who in turn have transferred it to Schaefer Bros. of Tripp, S. D.

A new and larger engine house which also contains the office has been constructed to replace the old one at the Farmers' Mercantile & Elevator Co.'s plant in Bellingham, Minn.

Bingham Bros. of New Ulm, Minn., are making arrangements for the opening of their string of thirty elevators in Minnesota. Several have already been started for the season.

Jake Hanson & Co. of Neenah, Wis., propose to build a new warehouse at Marshfield, Wis., the plans for which are already in hand. It will be similar to the firm's plant at Neenah.

There will be no farmers' elevator at Lyle, Minn., this year, the project having been dropped and the offer of the Huntington Elevator Co. having been withdrawn. About sixty shares had been sold.

Schaefer Bros. & Co. of Tripp, S. D., have acquired the Peavey Elevator at Worthington, Minn., and are already in possession. This firm has also bought the Peavey Elevators at Windom and Lime Creek.

Articles of incorporation have been filed for a farmers' elevator company at Tracy, Minn., which has been organized by farmers around Monroe, Chetek, Springdale and Holly. It is capitalized at \$10,000.

The Myrtle Grain Co., owning elevators along the Illinois Central railroad, has established headquarters at Albert Lea. Alfred Speltz of Winona is buyer and Theodore Speltz is traveling representative.

More than \$9,000 has been subscribed towards the New Richland (Minn.) Elevator Co.'s new plant. H. E. Johnson is secretary pro tem of the organization. A. Ferguson's Elevator has been purchased for \$6,000.

Incorporation papers have been filed by the New Richmond Elevator Co. of New Richmond, Wis. It is capitalized at \$20,000. Among those interested are L. M. Anderson, H. A. Anderson, P. O. Sundt, P. O. Querna and others.

It is considered probable the newly formed Farmers' Elevator Co. at Elysian, Minn., will secure the J. F. Galagan Elevator, for which negotiations are now in progress. The company has about \$4,000 to spend.

It is now contemplated to re-open the Farmers' Co-operative Association Elevator at Mapleton, Minn., providing 100 shares of treasury stock can be sold at \$15 per share. The building has not been open for a year or more.

The Hancock Market Co. is building a farmers' elevator at Hancock, Minn., which will be equipped with up-to-date machinery, including a 10-horsepower engine, scales, grain cleaner, etc. It is expected to be completed by October 1 at the latest.

A deal has lately been consummated whereby the Rex Elevator Co. of Minneapolis has secured possession of the John Miller Co.'s plant at Denison, Minn. As soon as some necessary repairs and improvements are made it will be put in operation.

Farmers of Nicollet County owning property abutting the several cleaning houses at Kasota, Minn., the headquarters of Sage Bros., who are now erecting a large grain house, threaten to bring court action against these establishments which, they allege, are responsible for the spread of wild mustard.

It has been announced that the Soo Railroad has plans for the erection of a large terminal elevator at Superior, Wis., and it is likely one of several million bushels' capacity will be constructed. The announcement was made by officials of the road before the Grain Commission at Madison at the hearing of the Soo and Great Northern roads relative to the former entering

Superior. A site for the proposed elevator has already been secured.

A co-operative elevator association has been organized at Elysian, Minn., with G. W. Bluhm, president; C. N. Smith, vice-president; E. Hoffman, secretary, and L. W. Quiram, treasurer. It is capitalized at \$6,000. A feed mill may also be installed.

A Farmers' Co-operative Elevator Association has been organized at Waterville, Minn., by C. N. Smith, S. W. Bluhm, C. O. Galagan and others. The officers elected were G. W. Bluhm, president; C. N. Smith, vice-president; E. L. Hoffman, secretary; L. W. Quiram, treasurer.

Workmen are engaged in remodeling the Plymouth Elevator Co.'s new elevator at St. Peter, Minn., which is being converted into a cleaning house, and will soon be ready for occupancy. A large engine room has been built and a new engine is to be installed.

Changes in the management of the Northern Grain Co., which recently moved from Chicago to Manitowoc, Wis., place James S. Martin of Chicago in the president's chair, formerly held by P. W. Mosher. Mr. Martin was vice-president and is succeeded by Fred S. Lewis, manager of the Chicago office. R. A. Ritchie of Manitowoc and Mr. Lewis are new stockholders. The Meyerhouser interests and Walter Fitch still retain their stock.

John Borgerding of Melrose, Minn., will construct elevators at Meire Grove and New Munich, two new Minnesota towns, on the new Soo road, which will some day appear on the map as located between Brooten and Duluth. Each elevator will have a capacity of 30,000 bushels and the two plans will represent an investment of \$18,000. Fred Zieske will have charge of the former house and Tony Wells of Freeport will be manager of the other.

Members of the Baldwin, Rush City and Tydalen (Wis.) branches of the Society & Equity have acquired J. P. Larson & Co.'s Elevator at Baldwin for the consideration of \$5,400, and E. B. Heebink's hay house for \$700. The new company takes the name of the Equity Produce Co. It is incorporated with a capital stock of \$15,000 and will commence business on October 1. The following are the officers of the company: President, Louis Crogan; secretary, C. J. Miller; treasurer, John Snoeyenbos.

SOUTHERN AND SOUTHWESTERN.

Dr. J. B. Herring of Sulphur, I. T., is erecting an elevator on the Santa Fe tracks.

The Crockett Grain & Feed Co. of Crockett, Texas, has sold out to Edminton Bros., a wholesale commission firm.

Hartnett & Bradfish will build a mill and elevator at Weatherford, Texas, in which they will invest about \$10,000.

Recently the Wheatland Milling & Elevator Co. acquired the property of the Ault Grain & Supply Co. at Greeley, Colo.

L. S. McGivney has sold his elevator at Pond Creek, Okla., where he has been in business for twelve years, to the Farmers' Elevator Co. for \$3,750.

It is stated the Kansas City Southern railroad will construct a grain drying house at Port Arthur, Texas, which will be five stories in height. The building alone will cost \$12,000. As yet the contract for the plant has not been let.

John B. Payne of Lexington, Ky., will rebuild his burned grain elevator, which will be practically a duplicate of the other one. It will be 90x32 feet in size, of frame construction but roofed with sheet steel. Mr. Payne is now occupying a temporary office.

Webb & Maury will rebuild at once their burned elevator at Memphis, Tenn., and it is promised the new structure will be much larger. Hal H. Maury is unable as yet to give out any plans of his firm other than that the new elevator will be larger than the old. The latter's ground dimensions were 150x120 feet and the building and machinery were insured for \$30,000, with the same amount on the stock.

It is now proposed by the United Produce Co. of Greeley, Colo., to establish a string of elevators in nine towns. Elevators have already been completed at Evans and Kersey, the former holding 10,000 bushels and the latter 30,000 bushels. At Severance and Lucerne 40,000-bushel plants are being erected, while 10,000-bushel elevators will go up at Farmer's Spur, Bracewell, Timnath, Peckham and Gilchrist.

The grain elevator at Port Arthur, Texas, is having many improvements made and the four lateral chutes are being so constructed that a vessel may load into four hatches at once with a capacity of 60,000 bushels per hour. A drying house is under construction and will be ready by December 1. The elevator company has also

improved its docking facilities by dredging one slip and building another.

It is hoped to have the new elevator J. H. Wilkes & Co. are building at Nashville, Tenn., ready for occupancy by September 20.

IOWA.

About \$5,000 has been subscribed toward an elevator at Lytton, Iowa.

An elevator is being erected for the Rembrandt Elevator Co. at Rembrandt, Iowa.

A spacious addition is being erected to the Farmers' Elevator at Humboldt, Iowa.

A report states that a man from Hampton, Iowa, will operate a new elevator at Chapin, Iowa.

It is reported that Foley Bros. intend to build an elevator in the near future at Nichols, Iowa.

Lewis Bros. are now in the grain business at Clio, Iowa, where they are dealing mostly in oats.

The new elevator belonging to the Hedrick Grain Co. at Hedrick, Iowa, has been completed and opened.

Michael Albert and B. B. Anderson of Estherville, Iowa, have acquired an elevator at Montgomery, Iowa.

K. K. Liquin is building a new elevator at Dysart, Iowa, which should be ready for occupancy by September 15.

A new 1,000-bushel Richardson Elevator Scale will be installed in the Iowa Elevator Co.'s plant at Fort Dodge, Iowa.

Gilchrist & Co. have razed their old elevator at West Bend, Iowa, and are building a modern 40,000-bushel elevator.

John Twomey is endeavoring to organize a farmers' elevator company at Madrid, Iowa, for the Farmers' Co-operative Co.

D. Mulholland of Gilmore, Iowa, has purchased a grain elevator at Paton, Iowa, which is now in charge of Matt Mulholland.

William Radebaugh and John Munson have lately acquired the Roberts & Davis Elevator at Rippey, Iowa, and are now conducting the business.

The De Wolf & Wells Co. of Spencer, Iowa, will install two Richardson Automatic Elevator Scales of 1,000 bushels' (hourly) capacity.

When the addition now being built onto Theo. Bahl's Elevator at Round Lake, Iowa, is completed it will have a storage capacity of 20,000 bushels.

Nelson G. Marlin has leased the Neola Elevator Co.'s plant at Tama, Iowa, and will conduct the business. The elevator is on the C., M. & St. P. Railroad.

Workmen are engaged in erecting the Farmers' Elevator Co.'s new building at Wesley, Iowa. It represents an investment of \$4,000. The new Huntington Elevator is also under way.

Chris Williams of Stratford, Iowa, has opened his new elevator, which has a capacity of 40,000 bushels. His old plant holds 15,000 bushels, so he can now handle 55,000 bushels of grain.

At Union, Iowa, a farmers' elevator association has been organized with H. N. Peckham, president; W. H. Rowen, vice-president; George Lepley, Jr., secretary, and C. E. Lawrence, treasurer.

A commodious elevator is to be built by the D. Rothschild Grain Co. at Long Grove, Iowa. The old building has been torn down, as it has served its usefulness. It will be completed by October 1.

Stockdale & Dietz of Wolcott, Iowa, have acquired the elevator and grain business belonging to W. J. Urice & Sons of Garrison, Iowa. Bert Urice and Mr. Eldridge will have charge of the plant.

H. H. Carson of Jewell, Iowa, has bought out J. H. Neal's elevator at Kamrar Iowa. Mr. Neal, with his father, George S. Neal, and his brother, W. A. Neal, is now interested in the plant formerly operated by J. W. Pearce & Son.

Mundt & Son have constructed an addition 25 feet square to their elevator at Toeterville, Iowa. The building is 60 feet high, the grain bins reaching 44 feet towards the sky. The elevator will now care for 40,000 bushels of grain.

S. J. Walljasper & Son have been making extensive repairs on the Everingham Elevator at West Point, Iowa, which they recently acquired. It has been idle for a number of years, but is well equipped and will soon be in operation.

J. Rosenbaum & Co. of Chicago, Ill., who will operate the new terminal elevator now building at Sioux City, Iowa, will form a subsidiary company to be incorporated as the Interstate Grain Co. Walter F. Brittan, formerly with the Rosenbaum interests at Omaha, will act as manager

and is already in charge of the affairs at Sioux City. The elevator will be opened about October 1. and will handle from 50 to 75 carloads of grain per day.

It is reported the Ober-Kingsbury Grain Co., which recently purchased the F. L. Howe & Co. elevator at Radcliffe, Iowa, will tear away the south part of the old elevator and rebuild. A gasoline engine will be installed and some new machinery added.

George Cressey has been elected president of the newly formed Arthur Co-operative Elevator Co. at Arthur, Iowa. H. P. Stryker is vice-president, G. E. Clifford, secretary, and F. J. Whinery, treasurer. As neither of the firms in Arthur care to sell out it is likely a new elevator will be erected.

More than \$3,000 has been raised at Yetter, Iowa, towards building a new farmers' elevator there. This will be the sixteenth co-operative elevator in Calhoun County. The Farmers' Grain Co. has been incorporated with a capitalization of \$25,000 by H. D. Yetter, Charles Hucka, Andrew Clark and others.

Announcement is made that A. G. Agnew and H. Ross Agnew of Fairbank, Iowa, have purchased the elevators at Fairbank and Dunkerton of the Agnew Grain Co. The plant at Oelwein has been sold to other parties. A. G. Agnew will look after the Dunkerton property and H. Ross Agnew will manage the Fairbank elevator.

Dayton M. Riggs of Lone Tree, Iowa, will begin at once to rebuild his elevator which recently burned. His loss included 10,000 bushels of grain and approximated \$13,000, about half covered by insurance. Many farmers have volunteered to assist in hauling sand for the foundation and in removing the debris and salvage.

The Farmers' Elevator Co., lately organized at Jefferson, Iowa, has acquired the Atlas Elevator from the Neola Elevator Co. for the consideration of \$2,650. It will be repaired and opened by the new management at once. The elevator was originally owned by P. M. Vest, but was transferred by him to S. C. Culbertson and subsequently went over to the Atlas people, now a part of the Neola Elevator Co.

J. W. Van Dorn of Omaha is said to have announced his intention of building a new elevator at Council Bluffs, Iowa. It will be located near the Wabash tracks. Mr. Van Dorn has sold the old Cavers-Van Dorn Elevator to C. D. Sturtevant, representing J. C. Shaffer & Co. of Chicago, and this will have its capacity doubled, when it will hold 100,000 bushels, this fall. The new addition will be used for transfer work.

WESTERN.

A grain elevator is to be erected for the Imperial Lumber Co. at Culbertson, Mont.

Recently the Ritzville Warehouse Co. was organized at Ritzville, Wash., with a capital of \$15,000.

Stone & Menli have purchased the grain warehouse at Rosalia, Wash., from the William Dwyer Co.

It is said Nordmarken & Walnum of Granville, N. D., will construct an elevator at Culbertson, Mont.

Articles of incorporation have been granted the F. M. Martin Grain and Milling Co. of Cheney, Wash.

A grain elevator is being erected by the Morrow Warehouse Milling Co., adjacent to its mill at Heffner, Ore.

P. B. Gifford has retired from the well-known grain exporting firm of Kerr, Gifford & Co., whose officers are at Portland, Ore.

A corporation with \$25,000 capitalization has been formed by business men at Lewistown, Mont., to erect a 50,000-bushel grain elevator.

A new warehouse has just been completed for the Balfour-Guthrie Co. at Pilot Rock, Ore., and another will be built by the Pacific Coast Elevator Co.

A commodious elevator of modern construction will be erected by the Pacific Coast Elevator Co. at Pullman, Wash., to replace the one which recently burned.

Articles of incorporation have been granted the Independent Farmers' Grain Co. Ltd., of Kendrick, Idaho. It is capitalized at \$1,500. The incorporators are J. Alexander, Fred S. Beckwith and G. W. Suppiger.

It is stated the Kerr-Gifford Co. of Portland, Ore., has used 1,000,000 feet of lumber in building new grain warehouses in the grain belt of Eastern Washington. Eight houses have been built during the summer by a crew averaging ten men. At Pullman an addition has been built to the warehouse

for the accommodation of 100,000 sacks of grain. It measures 40x225 feet in size.

The Ford Grain Co. of Spokane, Wash., recently increased its capital stock from \$10,000 to \$20,000.

Incorporation papers have been filed by the Fergus County Elevator Co. of Lewistown, Mont. The capitalization is \$5,000 and the stock is held by I. M. Hobensack, W. A. Lowry, S. W. Cook, W. Herman Otten and Harry Yaeger.

Contracts for the new 100,000-bushel elevator to be erected by the Farmers' Alliance at Bozeman, Mont., are now in the hands of the Minneapolis Steel and Machinery Co., and the plant is to be completed by December 15. A steel structure will be built instead of a concrete building. The new elevator will have twelve steel tanks 15 feet in diameter and 50 feet deep with six inter-bins for oats in between these tanks. The head-house will have a capacity of 2,000 bushels per hour and will be a beauty of its kind. The building will be so designed that additional tanks can be put on at any time. The company may put on enough more tanks to nearly double the capacity of the elevator, while the building is under construction, if additional stock can be sold.

OHIO, INDIANA AND MICHIGAN.

Go to the annual convention of the Grain Dealers' National Association, Cincinnati, Ohio, October 2 and 3. The Big Four Special leaves Chicago October 1 at 2:30 p. m. Engage your passage of I. P. Spining, General Northern Agent, 238 Clark street, Chicago.

There are said to be prospects for an elevator at Rosebush, Mich.

The new Hawk Elevator at Mongo, Ind., is completed and in operation.

R. S. George has purchased from John Jenks the Farmers' Elevator and Flour Mill at Jamestown, Ohio.

The Richmond Elevator Co. at Lenox, Mich., has purchased a 1,000-bushel Richardson Elevator Scale.

G. Chatterton of Mt. Pleasant, Mich., is building a grain elevator at Wise, Mich., which N. Wager will manage.

Machinery is being installed in the new Oxford Elevator at Colling, Mich., which is almost ready for occupancy.

A new 1,000-bushel Richardson Elevator Scale will be installed by the Straus-Ackerman Co. in its plant at Albion, Ind.

Peter Doelle of Yale, Mich., has acquired an interest in the elevator business formerly known as Walker & Middleton.

Hiatt & Bradstreet of Melvin, Ohio, have leased their elevator to James & Metzger of Wilmington, who are now in possession.

Schulenberg & Weber of Huntington, Ind., will erect an elevator at Mardenis along the Wabash tracks. It will be 36x60 feet in size.

John A. Yohn of Mt. Eaton, Ohio, is erecting a new elevator at West Lebanon, which is 36x42 feet in size. A gasoline engine will be installed.

C. B. Bowen of the Pears-East Grain Co. of Buchanan, Mich., will conduct a grain business at Niles, Mich., under the name of the Niles Grain Co.

The Burrell Construction Co. of Chicago has received a contract for a \$7,000 grain elevator to be erected at Mt. Cory by the Farmers Elevator & Grain Co.

A two-story addition is being built onto the grain elevator belonging to the Alma Grain & Lumber Co. at Alma, Mich. The company is building a new elevator at Ithaca.

The new elevator on the M. C. R. R. at Dexter, Mich., erected by the Stockbridge Elevator Co. of Jackson, Mich., has been completed and is in operation with R. P. Copeland in charge.

David Markwart has sold the Pinconning (Mich.) Elevator to a representative of S. M. Isbell & Co. of Jackson, Mich. The plant will be in charge of W. F. Preston and J. F. Nelson of Pine River.

The Barnes Grain & Commission Co. of Toledo, Ohio, has been incorporated with a capital stock of \$10,000. Those interested are Charles W. Barnes, Rolla J. Wendt, J. I. Blose, J. S. Phillips and L. A. Trefamer.

Articles of incorporation have been secured by the Wapakoneta Grain Co. of Wapakoneta, Ohio. It is capitalized at \$25,000 and is controlled by E. S. Sheets, H. E. Sheets, J. C. Paul, J. E. Russell and Andrew J. Hess.

F. A. Brown of the firm of Brown, Stevens & Cargo at Bellevue, Mich., has bought the interests of E. W. Stevens and Charles W. Cargo in the elevator the firm conducted and will operate it alone.

Messrs. Stevens & Cargo have purchased the elevator at Richland, Mich., from S. W. Evers and will locate there.

Incorporation papers have been sent the F. C. Brown Grain & Hay Co. of Lowell, Ind., which is capitalized at \$10,000. The directors are Henry Hathaway, George P. Bailey, Frank C. Brown and Charles Bailey.

Articles of incorporation were lately granted the Smith Bros.-Vette Co., which will conduct a grain business at Lake Odessa, Mich. The corporation is capitalized at \$75,000, with \$50,000 paid in. The stockholders are John C. Smith, Woodbury; David Smith, Lake Odessa; Samuel Vette, Lake Odessa.

Stockholders of the Richmond Elevator Co. held their second annual meeting at the Hotel Harrington in Port Huron, Mich., on September 5. An elaborate banquet was served to the stockholders and their guests—representatives and buyers for the firm. The table was presided over by President W. H. Acker and several impromptu toasts were drunk. At the business session which followed, \$2,000 was appropriated for the surplus fund and a dividend of 9 per cent was voted on common stock. It was decided to purchase a number of new elevators upon which the company holds options and enlargements and improvements will be made on others. A branch office will be established at Port Huron as a large transfer elevator is to be built there to handle the grain of the 15 elevators now owned and operated by the company in eastern Michigan. A vote of thanks was tendered J. A. Heath, manager of the company, for his valued services in the development of the business to its present size. Officers were re-elected as follows: President, W. H. Acker, Richmond; vice-president, F. D. Fairfield, Marine City; secretary-treasurer and general manager, J. A. Heath, Richmond; board of directors, W. H. Acker, F. D. Fairfield, J. A. Heath, Frank Keough, Emmett; Jay Baldwin, New Haven; S. H. Heath, S. D. Grant, Richmond.

EASTERN.

Albert Field, grain dealer at Leverett, Mass., has taken Winfred Woodard into partnership. Charles Ashley has left Mr. Field's employ.

Plans for the new elevator to be erected for the Marlboro Grain Co. at Marlboro, Mass., were placed in the hands of the contractors last month.

The Husted Milling & Elevator Co. of Buffalo, N. Y., has discontinued its elevator business and has changed its name to the Husted Milling Co.

It is learned the Baltimore & Ohio railroad will build a grain elevator at Baltimore, Md., to replace the one recently burned. D. D. Carothers is the company's engineer in charge.

Manager James C. Brown of the Baltimore & Ohio Elevators at Baltimore, Md., has had repairs made on Elevator "C" at Baltimore, Md., and it is again in commission after a long idleness.

M. Diato, a grain dealer at South Braintree, Mass., bought the Ambler & Hobart mill property at East Braintree at a forced sale on August 16. The consideration was \$5,500. The place has been tenanted by the South Shore Grain Co.

Articles of incorporation have been granted the Jurgen Rathjen Co., in the Borough of Queens, New York, where it will deal in grain, hay and straw. It is capitalized at \$5,000 by Jurgen Rathjen, J. Edward Rathjen and Matilda W. Rathjen of Long Island City.

CANADIAN.

A third elevator is going up at Asquith, Sask.

A new elevator will be built by the Northern Elevator Co. at Foxwarren, Man.

The North Saskatchewan Elevator Co. is building a new elevator at Benito, Sask.

A 30,000-bushel elevator has been built by the Northern Elevator Co. at Beinfait, Man.

William Campbell has acquired the Northern Elevator at Holland, Man., and will operate it.

Thomas Fitzgerald of Crossfield, Alta., believes there is a fine opportunity for a flour mill there.

F. H. Miller contemplates the erection of a new grain elevator at Savoy, Alta., which he will operate.

Articles of incorporation have been granted the Port Stanley Elevator Co. of Toronto, Ont., which is capitalized at \$1,000,000. It proposes to erect elevators at Winnipeg, Fort Williams and other places as well as to materially enlarge the present plant at Port Stanley. The purpose is to handle all grains for the Erie Mills, St. Thomas; Tilson Mills, Tilsonburg, and Goldie Mills, Ayr, by boat

to Port Stanley, all of these firms being interested in the company.

A new elevator is being erected by the Conger Lumber Co. at Conger, Sask., making the fifth in town.

The new elevator for the Saskatchewan Elevator Co. has been completed at Kennedy and is in operation.

A new cleaner has been installed in the plant of the Pilot Mound Grain Co.'s elevator at Pilot Mound, Man.

The Ogilvie Co.'s Elevator at Melita has been enlarged and its capacity increased several thousand bushels.

It is stated that thus far this season 1,000,000 bushels of grain have been handled at Kingston, Ont., elevators.

Articles of incorporation have been granted the Beaver Elevator Co., Ltd., of Winnipeg, Man. It has a capitalization of \$99,000.

McCaskel Bros.' grain warehouse at Ladysmith Siding, Man., was recently burned at a loss of \$1,400. It was insured for \$800.

Conveyors costing about \$500,000 are being installed by the Montreal (Que.) Harbor Commissioners, to carry grain from their elevators to the steamship berths.

It is proposed to move a floating elevator from Montreal, Que., to St. John, N. B. The idea may be carried out by the C. P. R. R. to relieve the transportation situation.

It is said the Montreal Harbor Commissioners' Elevator at Montreal, Que., is in danger of collapse. The foundation is reported to have settled, causing large cracks in the structure.

Recently the Flour, Cereal & Milling Co. of Pilot Mound, Man., purchased two elevators from a Mr. Bullock of Crystal City. The capacity is about 60,000 bushels and will be used for storing oats.

The walls of one wing of the great 2,000,000-bushel elevator the Canadian government is having erected at Port Colbourne, Ont., are now up about 50 feet. It is hoped to have this wing, with a capacity of 850,000 bushels, completed for this season's crop. The elevator when entirely completed will stand 170 feet above the wharf and will cover a ground space of 210x75 feet. The floor, walls and roof are of reinforced concrete, as are the bins and hoppers. But to make it absolutely fireproof the whole structure, inside and out, will be coated with a perfectly pure fireproof plaster. There will be 60 bins, 72 feet high and 14 feet square. Above these bins the distributing floor will be located and over this the weighing floor and topmost of all the lofters.

THE DAKOTAS.

Two new elevators may be erected at Heaton, N. D.

A farmers' elevator is to be erected at Gladstone, N. D.

The Ashley Land Co. is erecting an elevator at Ashley, N. D.

A new 45,000-bushel elevator is going up at Streeter, N. D.

C. B. Linderman is building a modern elevator at Barlow, N. D.

A farmers' elevator company is being organized at Worthing, S. D.

C. F. Werth is building an elevator just outside of Warner, S. D.

C. W. Thompson has enlarged the grain elevator at Parker, S. D.

A. L. Gesche of Minot, N. D., will build an elevator at Tochal, N. D.

Grain is now being received at the new Star Elevator in Melville, N. D.

An elevator is being built for the Caspary & Simons Co. at Herrick, S. D.

Theo. Cumber, Jr., & Co. are building a new elevator at Montpelier, N. D.

Thomas Quillian is building an elevator and feed mill at St. Onge, S. D.

The Farmers' Elevator at Hartford, S. D., is being remodeled and enlarged.

John Weidenkopf has commenced the erection of an elevator at Badger, S. D.

It is reported another elevator will be constructed at Conde, S. D., at once.

A. N. Cook is starting to rebuild the elevator at Bantry, which he will control.

Articles of incorporation have been granted the Farmers' Equity Elevator Co. of Rugby, N. D. The capital stock is \$50,000, and is held by

Wilson Jennings, T. F. Bergman, L. T. Berdahl and others.

The Lyon Elevator Co. is building elevators at Jamestown and Montpelier, N. D.

An elevator is being constructed for the Deapolis Elevator Co. at Deapolis, N. D.

The new elevator for the Lyons Elevator Co. at Buchanan, N. D., is completed.

C. J. Rice is erecting an elevator at Peever, S. D., which is 24x24x60 feet in size.

A 5-ton scale has been installed at the Osborne-McMillan Elevator in Anamoose, N. D.

John Christ has contracted for an elevator to be built on his property near Leal, N. D.

The Andrews & Gage Elevator at Goodrich, N. D., will be considerably enlarged this fall.

A crew of workmen are doubling the capacity of the Farmers' Elevator at Hartford, S. D.

Hewett & Conner's new elevator at Nunda, S. D., has been completed and is in operation.

A crew of eighteen men have been at work rebuilding the Cargill Elevator at Havana, N. D.

Steve Kegler is now operating the elevator at Athol, S. D., formerly run by E. J. Matteson.

Workmen have finished the new elevator at Medina, N. D., and turned it over to the owner.

C. H. Beach of Montrose, S. D., has acquired an elevator at Iroquois, S. D., and will operate it.

A. F. Frebel contemplates building an elevator at Coteau, N. D., providing he can secure a site.

There is talk of a farmers' elevator at Wagner, S. D., and a movement to organize is already on foot.

A new steel elevator pit has been installed in the Hunting Elevator Co.'s plant at Ethan, S. D.

T. I. Gunderson is building an addition to his elevator and a new engine house at Centerville, S. D.

Former Mayor C. H. Fitch is constructing an elevator at Canton, S. D., which will make the sixth.

The Great Western Elevator Co. is about to build a 30,000-bushel grain elevator at Hunter, N. D.

The Thorpe Elevator Co.'s new building at Sentinel Butte, N. D., is fast approaching completion.

It is possible the Minto (N. D.) Commercial Club may lease an elevator and enter the grain business.

The new elevator the Nye-Schneider-Fowler Co. has erected at Burke, S. D., is completed and in operation.

Lockwood & Iverson of Rugby, N. D., have sold their elevator for \$3,500 to the Farmers' Equity Elevator Co.

N. O. Synoground is one of those interested in a Farmers' Elevator to be built this fall at Andover, S. D.

A crew of men are at work on a 40,000-bushel elevator for the Billigmeier Mercantile Co. at Goodrich, N. D.

The new 35,000-bushel grain elevator being erected for the Betts Co. at Chancellor, S. D., is about completed.

Announcement is made that a 60,000-bushel elevator will be erected by the Star Elevator Co. at Eldridge, N. D.

A new building for the R. A. Fox Elevator Co. is going up at Bantry, N. D., to replace the one recently burned.

A farmers' elevator company has been organized at Bathgate, N. D., and an elevator will either be purchased or built.

Geisler Bros. have purchased the elevator at Frederick, S. D., from T. S. Teed & Son, and are now in possession.

E. L. Williams of Minneapolis, Minn., has sold his elevator at Lester Prairie, S. D., and may locate at Aurora, S. D.

The Mike King Elevator at Yankton, S. D., has been remodeled and is again open after several weeks of idleness.

A new gasoline engine has been installed in the Ludden Elevator at Ludden, N. D., and other repairs have been made.

The Imperial Elevator at McCumber, N. D., has been torn down and the material will be shipped to another point.

G. H. Shanard of Bridgewater, S. D., is improving his grain elevator at Alexandria, S. D. The house is being raised and a new cupola

built besides the installation of gasoline power. J. E. Peckham has been retained as manager.

I. L. Berge of Velva, N. D., will build an elevator at Washburn, N. D., the work to be completed as soon as possible.

The U. & I. Elevator at Olmstead, N. D., has been sold to James Brady and Ed Paulson of Egeland, who will operate it.

Recently the Cando Flour Mill Co. of Cando, N. D., contracted for a 20,000-bushel crib annex to its elevator at Cando, N. D.

A 40,000-bushel elevator is being built by the Lyon Co. at Edgely, N. D. It is to be on the tracks of the Northern Pacific.

There has just been completed a new elevator at Fulton, S. D., for the Farmers' Warehouse Co., which doubles its capacity.

It is planned to rebuild the Truax Elevator at Burbank, S. D., which was burned last month. Plans have already been started.

It has been decided by the D. S. B. Johnston Land Co. to build a 40,000-bushel elevator at Litchville, N. D., on the old site.

Farmers in the vicinity of Orr, N. D., are building a 40,000-bushel elevator which will be in charge of C. F. Eaton of Lankin.

The company of which B. H. Crawford is agent will erect an elevator at Dickinson, N. D., on the Northern Pacific right-of-way.

Recently the Lyons Elevator Co. secured the Gibbon-Elair Elevator at Sykeston, N. D. A. A. Hendricks has been retained as buyer.

The Milwaukee Railroad Co. intend removing the elevator belonging to the Reliance Elevator Co. at Mitchell, S. D., to another site.

C. E. Bird & Co. of Minneapolis have the contract for a 40,000-bushel elevator to be built for the Acme Grain Co. at Butzville, N. D.

A. Shatz & Sons have sold their elevator at Harvey, N. D., to Ferdinand Senger and Frank Ell. Mr. Senger will operate the plant.

The D. S. B. Johnston Land Co.'s new elevator at Marion, N. D., is practically completed. It has a capacity of 76,000 bushels of grain.

Recently the Atlas Elevator and Lumber Co. was dissolved and the two lines of business at Hecla, S. D., are run by separate firms.

Ed. Fuller, who resides near Rutland, Iowa, is negotiating for a controlling interest in the Huey & Jensen Elevator at Dakota City, S. D.

W. R. McGlenn and son, Lester McGlenn, of Kenmare, N. D., are erecting a grain elevator at Ambrose, N. D., which is nearly completed.

Workmen are overhauling the Victoria Elevator at Pembina, N. D., and are installing a gasoline engine, new scales and other improvements.

A site has been secured and lumber ordered for a 40,000 bushel elevator at Willow Lakes, S. D. A local business man is said to be interested.

The G. W. Van Dusen Co.'s Elevator at Northville, S. D., is to be moved from the North-western tracks to the M. & St. L. right-of-way.

A deal has been closed transferring the D. A. Hill Elevator at Hesper, N. D., to the Great Western Elevator Co. Alex R. Hill is to be in charge.

The Great Western Elevator Company is having a 30,000-bushel elevator constructed at Elliott, N. D. It will be completed by October 1.

Announcement is made that the Lyon Elevator Co., operating in North Dakota, has increased its capital stock from \$50,000 to \$250,000.

H. E. Braum of Sacred Heart, Minn., recently purchased the McEwan, Dougherty & West Elevator at Park River, N. D., and will operate it.

The C. H. Fitch Elevator has been completed at Canton, S. D., and is in operation. It is driven by a gasoline engine and is well equipped.

Extensive repairs have been made on the New London Mill Co.'s Elevator at Sherman, S. D. A new foundation was placed beneath the building.

Pierce Blewett of Jamestown will erect a 40,000-bushel elevator at Cleveland, N. D., one at Eldridge and others along the Northern Pacific.

The first building of any kind has been completed in the new town of Moffit, N. D., and now a Mr. Berryman proposes to erect an elevator.

The Independent Grain & Fuel Co., backed by people at Drake, has erected an elevator at Miller's Spur, about nine miles from Kensal, N. D.

A dispatch dated August 21 states that within three hours after the town of Sinal had been officially placed on the map of the Dakota Central Railroad, at a point twelve miles south-

east of Arlington, S. D., a hundred carloads of building material was on hand and the construction of three elevators had commenced along the survey of a proposed siding.

Grain is now being bought by R. D. McCoun of Creig, Neb., at the new Farmers' Elevator at Vermillion, S. D. About 100 farmers are stockholders.

Everything is now ready for the opening of the new Atlas Elevator at Lakota, N. D., which replaces the old National. It has a capacity of 30,000 bushels.

All the work has been completed on the Comelysen & Conner Elevator at Elkton, S. D., and the plant is running under the management of F. F. Connor.

A report says the Crown Elevator Co. will tear out the old flathouse at Orient, S. D., and build an addition to the present elevator, doubling the capacity.

An elevator of 40,000 bushels' capacity will be erected by the Occident Elevator Co. at Bowdon, N. D. It will be equipped with the most improved machinery.

J. K. Fridley and Al Lewis are having an elevator built at Conde, S. D., on the M. & St. L. right-of-way and expect to have it completed September 15.

Thomas Wardrope of Leeds, N. D., has lately acquired the McCabe Bros. Elevator at Niles, N. D., which he will operate. Ralph Parsons has been engaged as buyer.

Repairs and improvements have been in progress at the Strohbellin & King Elevator at Avon, S. D. The elevator was formerly the property of J. W. Eggers & Co.

The old steam power in the Van Dusen Elevator Co.'s plant at Brookings, S. D., has been replaced with a gasoline engine which has proved much more satisfactory.

The McCabe Bros. Elevator Co. is locating new elevators along the Walhalla-Morden extension of the Great Northern and will build the first elevator at Haskett, N. D.

Martin Rasmussen is building a 15,000-bushel elevator on his farm ten miles from Northwood, N. D. It will be operated by an 8-horsepower gasoline engine, already purchased.

Incorporation papers have been granted the Farmers' Elevator Co. of Hurd, N. D., capitalized at \$50,000. The incorporators are Jerry Keeler, J. E. Raftery, A. E. Hall and others.

Articles of incorporation have been granted the Farmers' Elevator Co. of Tolley, N. D., capitalized at \$10,000. Among those interested are Rasmus Miller, Martin Rasmussen and R. A. Ogard.

Mr. Eaton has disposed of his interest in the Eaton Elevator Co. at Lankin, N. D., to his partner, Mr. Philbrook. It is also understood he has transferred his interests at Nekoma and Fairdale.

Incorporation papers have been granted the Farmers' Elevator Co. of Washburn, N. D., which is capitalized at \$20,000. The incorporators are Hans Hultenberg, Walter Gustafson and O. B. Wing.

B. W. Ketchum of Madison, S. D., has purchased the Independent Elevator at Brentford, S. D., and four others belonging to that company. William McLain has been retained as agent at Brentford.

An elevator is being built for the Ashley Land Co. at Lehr, N. D. Messrs. Hedtke, Grosz and Kretschmar are members of the firm. The plant will accommodate \$35,000 bushels of grain when completed.

Workmen completed the new plant for the Northwestern Elevator Co. at Rowena, S. D., on August 20, and it is now running under the direction of N. C. Libby.

Anton Loc has secured a half interest in the elevator at Salem, S. D., formerly owned by Lueth & Hoese of Spencer. The firm name is now Lueth & Loc. The building was erected by the Peavey Co.

Articles of incorporation have been secured by the Flaxton Farmers' Elevator Co. at Flaxton, N. D., which is capitalized at \$50,000. The incorporators are L. N. Boon, C. C. Sorenson and Eugene Murdick.

Articles of incorporation have been granted the Lone Tree Farmers' Elevator Co. of Lone Tree, N. D. It is capitalized at \$50,000 and is financed by E. C. Benson, L. A. Mann, John Hennessy and others.

A crew of workmen are tearing down the old elevator at Omeme, N. D., for the Imperial Elevator Co. It will be removed to Hewitt, a town west of Souris. The elevator company still

has a storage capacity of 30,000 bushels at Omeme.

Oliver G. Nordmarken has purchased H. K. Smith's elevator and grain business at Granville, N. D., and will place R. P. Syverson of Riga in charge.

W. A. Dingo of Parkston, S. D., is now in possession of the elevator at Flandreau, S. D., recently purchased by himself and Charles Zehn-pfenning.

J. E. Williams has disposed of his elevator at Kensal, N. D., to Albus & Krueger, owners of an elevator at Fessenden, N. D. Frank Bowers, formerly agent at the Fessenden house, has been placed in charge at Kensal.

It is reported that Tracy's Elevator at Warner, S. D., closed down after the recent devastation of grain by hail. The Crown Elevator will also remain closed, but the Empire Elevator and the Farmers' Elevator were opened.

M. B. Lytle of Drake, N. D., is building a grain elevator at Courtenay, where the Minnetonka Co. has a crew at work, and Will Jones is also building an elevator. Courtenay will have eight elevators when these are completed.

Incorporation papers have been secured by the Farmers' Elevator Co. of Norma, N. D., which has a capital stock of \$25,000. The incorporators are Anton Nelson, Christian P. Lund and S. Peter Nelson, all of Kenmare, N. D.

Articles of incorporation have been received by the Lignite Farmers' Elevator Co. of Lignite, N. D., which has a capital stock of \$20,000. Among those interested are C. A. Peterson, Engbret Kostad, E. H. Grina and others.

Elevators are to be built at Stampede, N. D.; Larson, N. D.; siding between Maxbass and Newberg, N. D., and a siding between York and Wolford for the National Elevator Co. of Minneapolis. The contracts have been let.

The Charles Creglow Elevator Co. has been remodeling the old mill at De Smet, S. D., into an elevator and has installed a feed mill. W. S. Anderson of Doon, Iowa, has been placed in charge of the plant, which was recently opened.

About forty farmers are interested in the Farmers' Elevator Co., just organized at Zeeland, N. D., which plans to build a 30,000-bushel elevator this fall. Peter Nitzel is president, John Bader is treasurer and John Weber is secretary.

ELECTRIC HAULING.

Much of the wheat from eastern Washington this year is being transported by electric motive power, says the Seattle Times. The Inland Empire System runs south from Spokane a distance of 76 miles to Palouse and Colfax in Whitman County. A chain of 30 warehouses is being operated along this line and already grain is going forward to coast points.

The Inland Empire System has entered into traffic agreements with the Great Northern and Canadian Pacific Railways. As a result of these arrangements much of the grain of eastern Washington will be diverted to Seattle instead of going to Portland and Tacoma as heretofore. In time, it is believed the greater part of the crop can be turned toward Seattle, as a result of this enterprise.

The electric engines used weigh 50 tons and have 600 horsepower each. They can haul heavily loaded freight trains with facility, and through them it is expected that a big business will be developed.

Removal of the shipowners' differential of 1s 3d (30c.) per ton, levied against all shipping loading grain at Portland, Ore., placed that port on even terms with Puget Sound so far as freight charges are concerned. But, says the Oregonian, "unfortunately for this port, there is said to be a determination on the part of the grain handlers of the city to exact 5 cents per hour more for handling grain in this city than they handle it for at Seattle and Tacoma. The wages paid in both of the Puget Sound ports are 35 cents per hour, while the Portland grain handlers are demanding 40 cents per hour."

The help proposition is a serious one on most farms in Minnesota, and the Moorhead Telegram says that "every man, woman and child that can assist in getting the crop safely cut is doing so. A thrifty young farmer, with 160 acres of land, south of town, is harvesting under difficulties. He can't get help, so his wife drives the binder, while he does the shocking and at the same time keeps his son and heir amused and happy by pushing the youngster in a baby carriage ahead of him as he gathers up the sheaves for the shocks, stopping now and then to pick the baby's milk bottle up when the youngster drops it."

THE EXCHANGES

Make your arrangements now to attend the annual convention of the Grain Dealers' National Association, to be held at Cincinnati, Ohio, October 2 and 3. A special train for grain dealers via the Big Four Route will leave Chicago October 1 at 2:30 p. m., stopping at Kankakee, Lafayette and Indianapolis for dealers at those points. Fare \$6. For full particulars write I. P. Spining, General Northern Agent, 238 Clark street, Chicago.

Wilbur H. Armitage has posted his Chicago Board of Trade membership for transfer.

W. S. Warren, former president of the Chicago Board of Trade, has returned to the city after spending the summer at the seashore and at Mackinac Island.

There is talk of establishing a grain exchange at Sioux City, Iowa, as the result of the entrance of the J. Rosenbaum Grain Co. into that market to operate a terminal elevator.

Opposition has developed to the proposed change in the method of sampling grain at Chicago and the matter has been referred to the inspection committee of the Board of Trade.

J. J. Telford, secretary of the transportation committee of the Louisville Board of Trade, has been authorized to become a member of the National Industrial Traffic League, recently organized at Chicago.

A committee composed of George Albers, chairman; S. Wyde, M. J. Connell, Bliss Shields and T. A. Fransoli has been successful in establishing an option grain market in connection with the Merchants' Exchange of Seattle, Wash.

The Grain Traders' Elevator Co., which will operate the McReynolds' South Chicago Elevator, has filed a bond for \$40,000 with the State Railway and Warehouse Commission and has been granted a state license to operate the elevator as a "Class A" house.

The Consolidated Elevator Co., Duluth, will make their Elevators D and G public houses under Board of Trade rules. This now gives the Duluth Board their systems in which grain can be delivered on contract, the Peavey, Capital and Consolidated Elevators E, F, D and G, with a combined capacity of over 10 million bushels.

The Toledo Produce Exchange has appointed the following delegates to attend the Cincinnati meeting of the Grain Dealers' National Association: President Fred Mayer, delegate ex-officio; Chief Inspector E. H. Culver, W. W. Cummings, Harry Cuddeback, F. I. King, H. R. De Vore, H. L. Goemann, Charles Knox, Jr., S. S. Coup, F. O. Paddock, F. W. Rundell.

The committee appointed by the Grain Exchange of Richmond, Va., to promote the erection of a new elevator at that point is composed of Henry W. Wood, chairman; S. T. Beveridge, W. F. Richardson, Jr., W. Gary Bragg, W. T. Selden and R. A. Justis. The committee has had several conferences with the railroad people and it is probable that a new house will be erected. A hay warehouse is also wanted.

The grain and produce committee of the Little Rock Board of Trade has filed a protest with the state railroad commission regarding the terminal facilities at Little Rock. It is alleged that there is a scarcity of cars and switching facilities and that incoming and outgoing grain and hay are unreasonably delayed. Charges are made that it takes from 15 to 70 days for a car shipped from Little Rock to reach points in the state.

A NEW EXCHANGE.

The growing importance of Atchison, Kan., as a grain and milling center has resulted in the organization of an exchange, under the style of the Atchison Board of Trade. The objects of the organization are the promotion and protection of the grain, milling, seed, hay and agricultural interests of the city and vicinity. It will supervise inspection and weights and provide means for arbitration.

The following firms and individuals constitute the charter membership: The S. R. Washer Grain Co., S. R. Washer, John R. Schmitt; Blair Milling Co., W. A. Blair, J. W. Blair, C. H. Blanke; The Atchison Live Stock and Milling Co., E. J. Small, J. T. Kemp; The Cain Mill Co., D. M. Cain, H. S. Cain; The Corn Belt Grain Co., S. E. Harburger; The Lukens Milling Co., Edwin Lukens, Arthur Lukens, David Lukens, Jr.; The Atchison Oatmeal

and Cereal Co., J. D. Small, J. H. Noble, George M. Noble; Mangelsdorf Bros. Co., August Mangelsdorf, T. C. Garner, A. F. Mangelsdorf, Charles Crawford.

Officers and committee are as follows: President, W. S. Washer; vice-president, J. W. Blair; secretary, Edwin Lukens; transportation committee, S. E. Harburger, W. S. Washer, J. W. Blair; arbitration committee, Arthur Lukens, A. F. Mangelsdorf, W. A. Blair; inspection and weights committee, David Lukens, Jr., D. M. Cain, E. J. Small.

The following elevators have been declared "regular" under the rules of the Atchison Board of Trade:

Elevator	Operator.
Elevator "A"	The S. R. Washer Grain Co.
Elevator "B"	The Baker-Crowell Grain Co.
Santa Fe Elevator	The Atchison Oatmeal & Cereal Co.
Blair Elevator	Blair Milling Co.
Cain Elevator	The Cain Mill Co.
Lukens Elevator	The Lukens Milling Co.
Mangelsdorf Elevator	The Mangelsdorf Bros. Co.
Elevator "D"	
Hay Warehouse	Charles Crawford.

WANT 2,000,000-BUSHEL HOUSE.

The terminal committee of the Baltimore Chamber of Commerce is taking active steps to secure the immediate erection of an elevator to take the place of the burned Canton Elevator of the Baltimore & Ohio Railroad, and is advising that an elevator with a capacity of 2,000,000 bushels be built. At a recent conference of the committee with James C. Brown, manager of the Baltimore & Ohio elevators, the situation was gone over carefully and the needs of the grain trade fully explained to the railroad representative.

It was pointed out that conditions in the grain trade have changed materially since 1883, when Elevator D was erected, and that whereas the average carload of grain then was 500 bushels it is now common to receive cars carrying from 1,800 to 2,400 bushels. The limited capacity of the Camden Elevator (250,000 bushels) caused the railroad and customers great loss. Often from 15 to 30 days and more have been consumed in bringing oats and other grain from Mount Clare to the Camden Elevator.

REFORM AT SAN FRANCISCO.

The grain men of San Francisco asked the Harbor Commissioners for 1,400 feet of wharf space in addition to the 1,000 feet already assigned along the seawall to that branch of commerce. The Harbor Commissioners by way of reply at their meeting yesterday morning handed the grain men a new schedule of tolls, which, in the opinion of President Stafford, will insure such rapid handling of the grain that the 1,000 feet of seawall will be all sufficient.

The old schedule allowed consignees to leave grain free of charge on the wharf for three days after being discharged. A toll of 2½ cents a ton was exacted for the next 10 days, and after that the state had the right to move and warehouse the stuff at the owner's expense. But under the former regime the "10 days" ran on indefinitely, says the Call. When the term of grace had expired the consignee simply turned over the sacks in the outside tier and marked them with a new date. Sometimes even this formality was not observed. A number of consignees never moved their grain until it was sold, the state rate of 2½ cents a ton for an indefinite period being quite a bargain compared with regular warehouse charges. It is of record that a consignment of grain has been moved from the wharf in three and six sack lots.

Under the new schedule grain, flour, millstuffs, beans and seeds will be allowed to remain on the wharf without charge until 5 o'clock p. m. of the third day after it has been landed. For the next five days a charge of 5 cents a ton will be exacted. At the expiration of five days a penalty of 5 cents a ton a day will be enacted and the state reserves the right to warehouse the grain at the owner's expense at any time after the fifth day. "We are not in the warehouse business," said the chairman of the Commission, "and have no desire to go into it. Under the new rule if the grain is not moved quickly the state will soon own the grain. I think the grain will move quickly."

The Pennsylvania Railroad is said to be working out on its lines west of Pittsburgh a system of car distribution on a percentage basis. The system has been in use for the distribution of coal cars on the basis of mine production. The system did not work to anybody's satisfaction for handling coal, but, it is said, has been "revised."

COMMISSION

Go to the annual convention of the Grain Dealers' National Association at Cincinnati, Ohio, October 2 and 3. The Big Four Special leaves Chicago October 1 at 2:30 p. m. Send your name for reservation to I. P. Spining, General Northern Agent, 238 Clark street, Chicago.

The Missouri Grain Co. has removed its office in Missouri from Moberly to Kansas City.

G. E. Parrott, formerly associated with the Cochrane Grain Co. of St. Louis, Mo., is traveling for the Moss Grain Co.

Articles of incorporation of the Johnston Elevator Co. of St. Paul, Minn., have been filed. The incorporators are D. S. B., Charles L. and A. D. S. Johnston.

The Interstate Grain Co. of Cincinnati, Ohio, has increased its capital stock from \$25,000 to \$50,000. A. B. Taylor is president of the company and C. S. Emrick, secretary.

The Nedderhut & Babcock Grain Co. of St. Louis, Mo., has been organized with a capital stock of \$10,000 by C. O. Nedderhut, Augusta N. Delane and Fred H. Babcock.

The Consolidated Hay & Grain Co. of Cairo, Ill., has been incorporated with a capital stock of \$35,000. The incorporators are George McDaniel, W. L. Duncan and C. J. Cassie.

The George A. Adams Grain Co. of Kansas City, Mo., has increased its capital stock from \$10,000 to \$40,000.

W. P. Brackett has severed his connection with the Sheffield Elevator Co. of Minneapolis, Minn., to become the manager of the terminal properties of the Northwestern Elevator Co.

H. J. Blum, with J. Rosenbaum Grain Co., Chicago, for the past six years, has gone with Gardiner B. Van Ness, grain commissioner, of Chicago, and will assist in selling sample grain on the floor of the Exchange.

The Logan Bros. Grain Co. of Kansas City, Mo., has incorporated. Capital stock, \$10,000; all paid in. The incorporators are Allen Logan, Fordyce B. Logan, R. W. Hocker, James H. Arnold and James H. Arnold, Jr.

The Hollister-Woodworth Co. has been incorporated at Minneapolis, Minn., to carry on a general grain and seed business. The incorporators are H. J. Hollister, L. M. Hollister, J. C. and E. A. Woodworth. The capital stock is \$50,000.

Lamb, McGregor & Co. of Minneapolis, Minn., has filed articles of incorporation to do a general grain and commission business. The capital stock is \$100,000, and the incorporators are John A. Lamb, Alexander McGregor and James D. Lamb.

The Northern Grain Co. of Manitowoc, Wis., with branch offices at Minneapolis and Chicago, has elected James G. Martin, president, to succeed C. W. Mosher, who retires. The following new members were admitted into the firm: Fred S. Lewis, who was made vice-president; L. W. Gifford, assistant secretary; R. A. Ritchie of Manitowoc, and J. F. Geiger of Chicago.

The following announcement is made by the St. Anthony and Dakota Elevator Co. of Minneapolis, under date of September 4, 1907: "Mr. Clarence A. Brown has this day been elected general manager of the St. Anthony and Dakota Elevator Co. to fill the vacancy caused by the death of Mr. Peter B. Smith. In consequence of Mr. Brown's promotion Mr. Thornton W. Hall becomes secretary and Mr. Fred G. Gerow assistant secretary."

The item which appeared in the last issue of the "American Elevator and Grain Trade" to the effect that Gardiner B. Van Ness had succeeded Van Ness Brothers was a technical error. The firm of Van Ness Brothers dissolved partnership July 15, and Gardiner B. Van Ness continues in business in the old offices in the Postal Telegraph Building. D. I. Van Ness, the junior partner, has gone into business on his own account as Van Ness & Co., with offices in the Traders' Building.

L. B. Wilson, formerly of the firm of Van Ness & Wilson, Chicago, after an absence of some time in the West has returned to Chicago and associated himself with the firm of Young & Nichols. He will do a general receiving and commission business in grain. Mr. Wilson was welcomed back to the Board very heartily, and there are many of his friends in the Central States who will be glad to see him in business again. His association with the firm of Young & Nichols, whose name stands for strength and

solidity, will make an exceptionally strong combination.

The Grain Traders' Elevator Co. has been organized to operate the McReynolds Elevator at Chicago. The officers of the company are Murray Nelson, Jr., president; James Houghteling, vice-president; A. S. Peabody, secretary-treasurer, and George H. Karcher and Alexander Smith, directors.

Watson & Co., grain merchants and stock brokers of Minneapolis and New York, with branch offices at Duluth, Winnipeg and Hot Springs, Va., failed early in September. The firm was composed of Lewis T. Watson, Henry P. Watson, H. V. Jones and C. E. Anderson. Mr. Jones, the well-known crop expert of Minneapolis who, together with John Inglis maintained a crop bureau in connection with the firm's grain business. The recent slump in stocks was given as the immediate cause of the failure, although the firm which did a large speculative business in grain had been repeatedly during the past year on the wrong side of the market. W. Frank Newell, manager of the New York branch, was named as receiver and it is believed that he was named as receiver. The business of the firm was resumed one week after the failure.

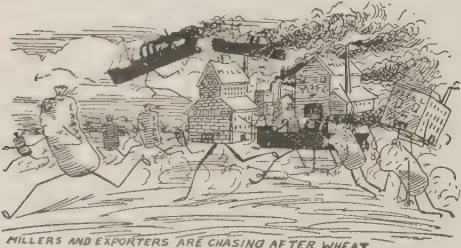
AS WHEAT LOOKS TO ZAHM & CO.



Frost.—It got the bears this week and perhaps some of the spring wheat. Wheat has been helped this week by "Jack Frost" and a fair foreign demand.—Zahm & Co., Aug. 24.



Who's right? The fellow that says spring wheat has been damaged, or the one that says it hasn't? Zahm & Co., Aug. 31.



Will they keep on "chasing" after wheat? What's your say? Wheat has been on the advance most of the week. Zahm & Co., Sept. 7.

Since the adoption of the new type samples by the Chicago Board of Trade the cash grain houses have been making arrangements to deliver large quantities of the new oats on September contracts. By selecting the best of the No. 3 whites and blowing out the light-weights a large proportion of the new can be brought to grade. The cost is minimum.—Record-Herald.

COURT DECISIONS

[Prepared especially for the "American Elevator and Grain Trade" by J. L. Rosenberger, LL. B., of the Chicago Bar.]

Landlord's Lien in Kansas.

The Supreme Court of Kansas holds, in the case of Maelzer vs. Swan, 89 Pacific Reporter, 1037, that, in an action against the purchaser of a crop grown on rented land and upon which there was a lien for unpaid rent, it is not necessary for the plaintiff who seeks to enforce the lien to set forth a copy of the written lease executed by the landlord and tenant. The landlord's lien is only enforced against purchasers who have notice of such lien, but a constructive notice is sufficient; and, where the purchaser of a crop grown on rented land has notice of facts and circumstances which would put a prudent man on inquiry, it is a good notice of all an inquiry would have disclosed. The Kansas statute, the court says, gives the landlord a lien for unpaid rent on all crops grown or made on rented farms. This lien may be enforced against the crop while it is in the hands of the tenant, and also when it passes into the hands of a purchaser who has notice of the lien.

Premature Treatment of Contract for Corn as Broken.

The Kansas City Court of Appeals says, in the case of Hall-Baker Grain Co. vs. Le Mar, 101 Southwestern Reporter, 1098, that on the 3d day of October, 1905, the defendant contracted with the plaintiff to sell and deliver to it, f. o. b. Missouri Pacific Railway tracks at Rich Hill, Adrian or Butler, Mo., or at all of said places, 25,000 bushels of corn of No. 3 grade or better, at the agreed price and sum of 35 cents per bushel, if delivered in November, or, if delivered during the first half of December, 1905, 35½ cents per bushel. According to the contract, the corn was to be billed to Westwego, La. The corn was not delivered to the plaintiff in the month of November, nor at the date of December 15, on which date the plaintiff, upon the floor of the Kansas City exchange, bought 25,000 bushels of corn of the grade named in the contract at the price of 40 cents per bushel, and immediately, on that date, notified the defendant of its purchase of corn and requested him to remit to the plaintiff the amount of damages the plaintiff claimed it had sustained by reason of his failure to deliver the corn under his contract. The plaintiff's suit was to recover said damages. The trial resulted in a verdict and judgment for the plaintiff, but under the evidence the defendant was entitled to a verdict.

The defendant contended that, under the evidence, the plaintiff was not entitled to recover for the reason that under the contract he was entitled to at least the whole day of the 15th of December to deliver the corn sold, and that there was no breach of the contract on the afternoon of said day, and that the plaintiff's declaration that there had been a breach of the same at that time was premature. The plaintiff contended that, as the defendant had notified it some days previous to said 15th day of December of his intention not to deliver the corn, it had the right to act upon such notice and go upon the market and buy other corn to supply the place of that provided for in the contract.

The evidence was, however, that a short time previous to the 15th day of December the defendant had corn on hand which the plaintiff wanted the defendant to deliver, but that the defendant refused to deliver that corn; and he placed his refusal upon the ground that at that time it was worth more money than the contract price. But under his contract he was not bound to deliver the corn at that time, as he had several days yet to do so. And he did not notify the plaintiff at any time that he would not deliver the corn within the time limited by his contract.

The plaintiff acted prematurely in buying other corn to supply the place of that provided in the contract and in demanding damages of the defendant for failure to deliver such corn in time, as the defendant was entitled to the full half of the month of December to make such delivery. The time had not expired at 2 o'clock on the 15th of December. At least, he was entitled to the whole of that day to comply with his contract.

It was true that the evidence showed that there was not sufficient corn at the places mentioned available for delivery on December 15th; and the evidence also tended to show that it was not the intention of the defendant to comply with his contract. But, however that may have been, the premature action of the plaintiff obviated any neces-

sity upon the part of the defendant to comply with the contract, as he had been notified by the plaintiff that it had bought other corn and demanded damages of him for failure to make such delivery.

The court takes it for granted that a party, in order to recover on his contract, must first show a compliance with its terms on his part or his willingness to do so, and that he was prevented from complying by the action of the other contracting party. It is but common justice to require a party who seeks to recover upon the letter of his contract to show that he lived up to the letter of the same himself.

SOME TEXAS ARBITRATIONS.

Among recent arbitration decisions filed by the committee of the Texas Grain Dealers' Association the following will be interesting:

"The Cain Mill Co., plaintiff, vs. J. W. Webb & Co., defendants.—In the above styled cause pending adjustment by the arbitration committee of the Texas Grain Dealers' Association, we the said committee find as follows:

"It appears from the evidence in this case, that plaintiff sold defendants some No. 2 corn on May 17, 2,000 bushels of which defendants failed to furnish plaintiff shipping instructions on. Plaintiff therefore makes claim for 4½c. bushel decline in market on June 12, date canceled by plaintiff, and 2c. per bushel loss of profit. We note from the Kansas City Price Current, submitted by plaintiff, that the average price on No. 2 corn in that market on May 17 was 53½c., and on June 12 the average price was 49½c. We therefore award the plaintiff judgment for 4c. per bushel on 2,000 bushels, amount \$80, but decline to allow plaintiff's claim of 2c. per bushel for loss of profit, since according to evidence submitted by plaintiff corn had only declined 4c. per bushel, and plaintiff should have been able to dispose of it with as good profit above the market at the decline as it originally made on its sale to defendants."

"J. H. Hollingshead, plaintiff, vs. Keel & Son, defendants.—In the above styled cause, we the committee find as follows:

"The evidence in this case shows that J. H. Hollingshead bought of Keel & Son two cars of corn at a specified price f. o. b. Bradley, I. T., nothing being said in the confirmations as to whose weights and grade were to govern. One car on this contract was shipped to Collinsville, Texas, and there was a difference between shipper's weights and destination weights on this car, amounting to 2,845 lbs., destination weights being less this amount.

"Following precedents already established by the Arbitration Committee and upheld by the Executive Committee, where no specification is made as to what weights and grade are to govern when the confirmations are silent on these points, the committee takes the position that the weights at destination shall govern, and accordingly finds for the plaintiff in the sum of \$25.78, being the value of 2,845 lbs. of corn at 50½c. per bushel, which was the purchase price.

"The second car on this contract appears never to have been shipped; and the plaintiff asks for 2½c. per bushel forfeit, basing this claim on a sale he had made of this particular car. However, since it is not the custom to base awards on prospective profits, the committee declines to allow plaintiff's claim on this car, but directs the secretary to inform plaintiff if he is able to show that there was an advance in the market and on that account he sustained a loss by reason of defendant's failure to complete contract, the committee will investigate evidence along this line at its next meeting and render an award according to the evidence submitted.

"It is therefore ordered that the defendants, Keel & Son, pay the amount of this award, \$25.78, to the plaintiff, J. H. Hollingshead, at Collinsville, Texas; and the secretary is instructed to return to the plaintiff, J. H. Hollingshead, his deposit fee in this case."

J. P. HARRISON,
T. G. MOORE,
I. UPDIKE, Committee.

Indiana shipper evidently does not know what a lot of trouble was caused and money lost by shippers this year in contracting new oats from farmers. He writes us to know what we think of contracting new corn from the farmer and what we can pay for it. Our advice to him was to do no contracting, and to tell the farmer to wait until his corn was gathered and in fit condition to ship, and then to bring it in. The crop is late. It is not made yet, and our advice to shippers is not to contract any and not to be in too big a hurry about buying the new. Wait until it is fit to ship. Shippers lost thousands and thousands of dollars this year by contracting oats from farmers.—Zahm & Co.'s Red Letter.

IN THE COURTS

John F. Klein, a dealer in hay, grain, etc., at Baltimore, Md., is a petitioner in bankruptcy with liabilities of \$1,180 and assets of \$288.

Alleging that the Nashville (Tenn.) Warehouse & Elevator Co. was guilty of negligence in storing his wheat so that it was badly damaged, W. G. Satterfield has commenced suit to recover \$1,500 damages. Satterfield had stored about 12,000 bushels of grain in the elevator.

Several attachments have been taken out by business men of Beatrice, Neb., against the Midland Grain Co. for various amounts ranging from \$50 to \$1,100. The property of the company was lately transferred to the Christy Grain Co., which is said to have also assumed the liabilities.

Horatio N. Dickenson, a grain dealer of New Lenox, Ill., is suing Henry Skoien and his wife because the latter failed to make good their promise to deliver 800 bushels of oats. It appears that oats advanced 10 cents a bushel before the time for delivery. Now there is an attachment on the grain.

Judge Page Morris, of the United States District Court, at Minneapolis, Minn., on August 23, imposed a fine of \$20,000 on the Chicago, St. Paul, Minneapolis & Omaha Railway Co., while its former general freight agent, Hiram M. Pearce, was fined \$2,000. The fines followed conviction on the charge of granting rebates to the Spencer Grain Co.

A demurrer has been filed in the suit brought by the Merchants' Exchange of St. Louis and the Kansas City Board of Trade to restrain the state Board of Railroad Commissioners from enforcing that part of the grain inspection law which requires the weighing of grain. The case is pending in the Circuit Court under a temporary injunction. Assistant Attorney-General Kennish, in his demurrer, recites that the petition filed by the board does not state facts sufficient to constitute a case for action.

W. T. Kirke was ordered by Judge Lochren of the United States Circuit Court at St. Paul, Minn., to pay over to Ashley Coffman, receiver for the Wisconsin Grain & Stock Co., the \$5,000 which he received from the officers of the company for securing bonds for them following the preliminary hearing in July, when they were held to the federal grand jury on the charge of misusing the mails. A \$5,000 certificate of deposit on the Capital National Bank, payable to the Wisconsin Grain & Stock Co., was turned over to Mr. Kirke as compensation for securing bonds for the officers. Ashley Coffman, the receiver of the company, brought proceedings to have the money restored to the estate. It was announced an appeal would be taken by Mr. Kirke and a stay of five days was granted.

State's Attorney Glenn has made the Illinois Central Railroad Co. defendant in a suit for \$225,000, filed in the Circuit Court at Murphysboro, Ill., on August 31. The Railway and Warehouse Commission has made a maximum switching rate of \$4 per car. The Illinois Central charges \$7.50 per car for hauling coal from the Murphysboro Mine, outside the city, to the Southern Illinois Milling and Elevator Co.'s plant in Murphysboro. The Milling Company took the matter to the Railroad and Warehouse Commission. The Railroad Company asserts that it is a freight haul, although done by a switch engine. The Commission rendered a decision in favor of the Milling Company and the Railroad Company has appealed the case to the Supreme Court. The suit in the Murphysboro court is on forty-five counts of overcharging. The maximum penalty is \$5,000 on each count.

A suit to recover \$15,500 damages has been started in the Sandusky (Ohio) Court of Common Pleas by John W. Ridley of Green Springs, Ohio, who names as defendants H. W. Robinson, C. G. Robinson and Alda Myers, doing business under the name of H. W. Robinson & Co., doing a grain elevator and hay business at Green Springs. Ridley avers he was employed by the defendants to work in their elevator, and although he had no experience was assigned to do the work of machinist and engineer besides serving as hostler for Robinson, and that on April 17, 1907, while trying to repair some loose boxing on a shaft, his sleeve was caught in the shafting and he was whirled violently and rapidly and his left arm was torn off about five inches from the shoulder, right collar bone broken, his right arm broken and numerous other injuries inflicted. The plaintiff states he has never fully recovered from the effects of the injuries, and is totally disabled. He

has a wife and seven children dependent upon him for support.

In an action brought by the state's attorney at Fargo, N. D., the Minneapolis and Northern Elevator Co. pleaded guilty on August 22, to a violation of the new state law requiring elevator companies to furnish buyers the certificates of inspection and the weights at terminal points. The defendant was fined \$100 by Judge Pollock and immediately announced that an appeal would be taken. It is proposed to carry the matter before the Supreme Court to test the constitutionality of the law.

Thomas F. Lahart of Minneapolis, Minn., commenced action in the District Court on September 6, to obtain an accounting of the affairs of the Lahart Elevator Co. and the Sutherland Elevator Co. John F. Lahart, the plaintiff's brother, is named as a defendant. The complaint alleges that John F. Lahart has been acting as manager of the Minneapolis interests of the firm and that he has run the business without consulting the other directors of the companies. J. W. Lahart, the third of the Lahart brothers, has assigned his stock in the companies to Thomas F. Lahart with full authority to bring suit. It is asserted that John F. Lahart has used the corporation funds for his own use and benefit, and Thomas F. Lahart asks to have his interest in the company determined. Should the court find that T. F. Lahart has no stock in the companies, he asks for a judgment of \$60,000 against the defendants.

In proceedings instituted before the Interstate Commerce Commission by the S. R. Washer Grain Co. of Atchison, Kan., it is alleged the Missouri Pacific Railroad is guilty of discrimination and unfair regulations respecting the operation of grain elevators along its lines. By arrangement with the defendant the grain company erected an elevator at Atchison, the alleged understanding being that the road would give that elevator a fair share of its business. Instead, however, as alleged in the complaint, the defendant, owning elevators at Kansas City and Leavenworth and Coffeyville, Kan., operated them free of charge, yet refused to perform such free service for the complainant at Atchison, thus discriminating against the Washer Company in an unreasonable and unlawful manner and seriously damaging its business. The complainant asks damages in the sum of \$54,419, and reasonable attorney's fees and requests the Commission to make such regulations regarding elevator service as will insure to the Washer Grain Company "a square deal."

A REFORM THAT FAILED.

We learn that the new clean Karachi wheat contract has been completely disregarded, and that all this season's business is being done on the old basis. "The reason of this," says the Bombay Gazette, "is that buyers at home [England] will not pay the extra price for the extra wheat that the clean contract gives them. The usual f. a. q. basis allows 3½ per cent of dirt, but most wheat arrives here from up-country with a smaller percentage. Shippers who have sold 96½ per cent wheat and 3½ per cent dirt cannot afford to give less dirt and more wheat than they are paid for, and to make up the missing percentage of dirt Karachi is being slowly disemboweled. Then, again, on the f. a. q. basis there is no penalty, but only a refund for a little extra dirt, and to be on the safe side and to make up for the dirt that shakes out in the handling, shippers usually mix in fully 4 per cent dirt. The wheat comes down from up-country with about 2 per cent of actual dirt. Take an average year's exports of wheat as 1,000,000 tons, that means that 40,000 tons of dirt are annually exported, of which fully 20,000 tons are sand from Karachi itself."

Importers in England used to take their stand on the alleged inability of the shippers to supply clean wheat, and now the government of India has established the fact that shippers are willing to guarantee clean grain, it is a puzzle why they should still pay for dirt. The cost of mixing in and cleaning out all these thousands of tons of dirt is calculated to be at least £50,000 per annum. This confirms what we said several months ago, and to which one of our subscribers took exception. We are very sorry that the case is as it is, but we are bound to publish the facts as they are sent to us.—The Miller, London.

On August 29 F. F. Collins resigned the chairmanship of the entertainment committee for the Cincinnati Chamber of Commerce Convention of the Grain Dealers' National Convention, and Dr. A. Zeckendorf was named in his place. Mr. Collins pleaded ill health that would make it impossible for him to give to the work the enthusiasm it would require.

OBITUARY

P. B. Smith, president of the Minneapolis Chamber of Commerce and a director of the Washburn-Crosby Milling Co., died at Mount Washington, N. H., on August 16.

Herman V. Hartwell, son of F. N. Hartwell, the well-known grain dealer of the firm of Verhoeff & Co., Louisville, Ky., died on September 1, but a few days before he would have entered Yale.

Squire Jacob Bortzfeld, 46 years old, died at his home in Parkland, Ill., on August 22, where he was for a number of years in charge of the grain business for the Turner-Hudnut Co. Two sons, three daughters, a sister and two brothers survive.

Edward Conway, a grain dealer of wide acquaintance throughout Wisconsin, died on September 1 at his home in Milwaukee, aged 73 years. Mr. Conway moved to Milwaukee, some 15 years ago, from Manitowoc, Wis., where he had been engaged in the grain business for more than 30 years. As an organizer of the Catholic Knights in Wisconsin he won many friends.

T. W. Brooks, formerly manager of the W. C. Green Elevator at Springfield, Ohio, died, following a stroke of paralysis, at his home near Enon, Ohio, on August 16. Deceased was a native of that place and was one of a well-known family of grain dealers. He is survived by his widow, two children and as many brothers and sisters. Mr. Brooks was buried with the Masonic rites.

John Croydon, the first vice-president of the Detroit Board of Trade and a prominent grain broker, died on August 9, from blood poisoning. He had been ill for about six weeks. Mr. Croydon was born in England about 57 years ago, and came to the states when a young man. Since he was 20 years of age he has resided in Detroit where his widow, two sons and two daughters now mourn his departure.

Captain Edward F. Spears, senior member in the firm of E. F. Spears & Sons, the largest dealers in bluegrass seed in Central Kentucky, died at his home in Paris, Ky., on August 29, of a complication of diseases. He was 67 years of age. Capt. Spears was a Confederate soldier and was highly esteemed in his part of the Southland. Capt. Spears is survived by his wife, three sons and two daughters. He was given a large military funeral by his former companions in arms.

L. H. Aldrich, a former grain and hay dealer of Bloomington, Ill., died late in August at the home of his son in Elgin, Ill. Deceased has lived a varied career, in the eighty years of his life, since leaving his birthplace at Uxbridge, Mass. He was among the "forty-niners" who rushed to the gold fields of California, and for ten years he was a resident of San Francisco. However, he returned to his native hearth, but later went to Bloomington, where he resided for thirty years. Many years were spent in the grain business in company with Messrs. Ives and Holder, and again he handled hay exclusively.

L. D. Hubbard, a former Chicago grain merchant, died on August 17, a poor man, although he had been possessed of two fortunes during his career of 89 years. Death came in a hospital at Elgin, Ill., with his two daughters at his bedside. A son in the manufacturing business in Chicago supported the three. Mr. Hubbard went to Elgin a year ago last June in reduced straits and mentally ill. During February of this year he was stricken with paralysis, but had partially recovered when he was again stricken some two weeks before his death. Mr. Hubbard at one time owned an elevator in Chicago.

J. R. Flaughter, for many years associated with the Peavey interests, in the Northwest, passed away in his seventy-sixth year at St. Mary's Hospital in Superior, Wis., on August 27. He was ill but four days from a complication of diseases. Mr. Flaughter was one of the six men who, about five years ago, were placed on the retired list by the Peavey corporation, with full pay, in consideration of his faithful services for more than 25 years. The decedent first went to Superior as a trackman for the Monarch Elevator Co., one of the Peavey organizations, and became known to all the grain men in that section as he rose from post to post. After his retirement he divided his days between his friends in Superior and Marengo, Iowa, his former home, and his son and daughter at Lemars, Iowa. Mr. Flaughter was prominent in Masonic circles and is deeply mourned by the members of this fraternity.

HAY AND STRAW

At Yoakum, Texas, large quantities of hay are being sold at \$9.

One farmer near Biggs, Cal., has just baled over 1,200 tons of hay.

Brill Bros., near Elgin, Ill., recently cut 85 tons of hay from 15 acres of land.

This year witnesses the greatest hay crop for Trousdale County, Tennessee.

At Askeaton, Wis., it is announced a good average hay crop has been secured.

About 50 tons of hay belonging to John Pope was burned near Stockton, Cal., recently.

A good hay crop was realized at Hitchcock, Texas. Large quantities have been stuffed.

Hay is reported as bountiful in the vicinity of Bessemer, Ala., and it is of exceedingly good quality.

Fred Schaur is about to build a large hay warehouse at St. Cloud, Minn., and will install baling presses.

"One of the largest hay crops on record will be gathered before snow flies," says a Chinook, Mont., dispatch.

In and around Shanksburg, Ky., the timothy hay is declared to be above the average and commands a good price.

It is stated the yield of hay from the sloughs around Portland, S. D., is far above the average because the sloughs have been quite dry.

About 11,000 carloads of hay are handled each year in Pittsburg, Pa., by the grain exchange and about 600 to 750 carloads by other dealers.

The hay barn and 85 tons of hay owned by John Murphy of Richland, Minn., were burned on August 14. Loss \$1,500. The fire was caused by the overheating of new hay.

On September 7 Secretary P. E. Goodrich of the National Hay Association sent out a circular letter asking for a report on the condition of the crops in comparison with other years.

Advices from Hillman, Montmorency County, Mich., declare hay is far below an average, while a report from Ann Arbor, Washtenaw County, declares hay is a good crop there.

J. H. Small's one-and-a-half-story hay warehouse at Everett, Mass., burned on August 14, with its contents. The loss was \$3,000. It is believed the fire was started by an incendiary.

According to the Montreal Trade Bulletin the English hay crop is heavier than for some years. Owing to wet weather, however, a considerable portion was gathered in poor condition.

William Pratz & Son have succeeded to the business of Middlewood & Pratz of New York. Mr. Middlewood recently passed away after having been many years in the hay business.

The first carload of new Western hay to reach the East arrived at Baltimore, Md., on August 23, and was consigned to E. Steen & Bro. It was reported equal in quality to No. 1 timothy.

Articles of incorporation have been granted the Consumers' Hay and Grain Co. of Chicago, Ill. It is capitalized at \$7,500, by Edward F. Comstock, Edward R. Hughes and Harry E. Peacock.

It is reported that the rising waters of the St. John River early in August damaged some 3,000 tons of hay on Thatch Island and on the Queen's County Intervales of New Brunswick, Canada.

While hay has been selling at \$14 a ton in the Kittitas Valley of Washington, it is gradually advancing and in hopes of a better price the growers are withholding their supply from the markets.

Although the hay crop of Quebec has been practically harvested it is difficult to estimate its quality and quantity with last year's product. It is considered doubtful whether the hay is as good or as bountiful.

A weevil closely related to the boll weevil is destroying alfalfa in the northern part of Utah. Prof. E. S. Titus, state entomologist, who has visited the infested fields, reports the pest as entirely new to that region and so far as he knows in any other place.

Last week we mentioned the fact that a large quantity of hay is being put up in this vicinity, but we never dreamed the crop is so large as it really is. Wednesday evening the editor took a field glass and climbed to the top of the schoolhouse and counted 133 stacks of hay in the country. On account of the obstruction of view by trees, probably only one-fourth of the country could be seen. All the stacks are good sized ones, too, and the quality

of the hay is said to be excellent, weather conditions having been just right for its gathering.—Hector (Minn.) Mirror.

A report from Cheney, Wash., states that more hay is sold to the warehouses this year than ever before. This is believed to be because the hay barns are located along the line of construction of the Portland & Seattle railroad and the North Coast roads, and the farmers are afraid of fire.

Late in August reports came from central Kentucky that the hay has been threatened by a dangerous parasite known as the dodger, which appeared first during the spring. It clings to the stalk of hay and corn and sucks out the life. At present the state experimental station is endeavoring to find an exterminator.

Advices from Muskogee, I. T., say the big hay shippers in the hay districts of Indian Territory are planning to turn their shipments from Chicago and St. Louis to some point in the South and to transport their hay on the Arkansas and Mississippi rivers in preference to the railroads. And all because the shippers are discouraged over the freight charges and the difficulties of obtaining cars.

Attorney-General Hadley of Missouri will start proceedings against a number of hay dealers in Kansas City, Mo., who have refused to pay the state fee for inspection of hay. The fee was imposed by the legislative enactment adopted in 1905. According to the State Railway Warehouse Commission the amount due is about \$3,000. These are the firms which contest the payment of the inspection fees: Carlisle Commission Company, Lowe and Robinson, J. A. Brubaker & Co., Russell Grain Company, B. F. Tyler Company, Huffine & Co. and the Prairie Grain Company.

Prof. C. V. Piper, agronomist of the United States Department of Agriculture, who has been investigating the conditions in the North Yakima Valley of Washington, says: "I am greatly interested in the proposition to increase the crop of American alfalfa seed. At the present time immense quantities are imported each year from Europe and the importations keep increasing. All the conditions are most favorable in this country for the raising of alfalfa seed and I believe the yield would be large and of prime quality. I see no reason why this seed should not be raised in large quantities in the Yakima Valley and at a handsome profit to the grower."

The Pittsburg Hay and Grain Reporter notes that the Pittsburg hay market is now in line with the Eastern terminal markets with a very good demand for good timothy, clover and clover mixed hay. Receipts are light for the last three days (September 8, 9, and 10)—17 cars all told. The continued advance in the grain market is said to be in part responsible for the light receipts of hay. Farmers will not sell freely, preferring to hold for last spring's prices. This might not "pan out." Prices are now higher than they were a year ago at this time, and the crop is very much larger in most sections of the tame hay producing territory.

C. J. Preston, a well known farmer of eastern Contra Costa, Cal., has 60 acres of alfalfa and this year kept score on it as follows: First cutting, April 8, 2 tons to the acre, sold for \$10 a ton; second cutting, May 16, 2 tons to the acre, sold for \$10 a ton; third cutting, June 25, 1½ tons to the acre, sold for \$12 a ton; fourth cutting, August 1, 1½ tons to the acre, sold for \$12 a ton; fifth cutting will be made in five weeks, with like results, making a total of 8½ tons, bringing in a revenue of \$94 to the acre. The cost of cutting and baling was less than \$3 a ton, leaving a net profit of \$70 an acre. Mr. Preston declares, should the October rains hold off, a sixth crop can be cut, which will yield more than a ton to the acre.

New York hay receipts by rail were liberal; by water, heavy. Five large Hudson River barges were at the Thirty-fifth Street dock one morning with 14,000 bales of hay and straw. Trade has shown considerable improvement throughout the week over last, but is quiet as compared with this time a year ago. Receivers all report increased invoices, which indicates that there is considerably more hay being pressed and marketed than it was thought there would be at the time of the Syracuse convention. Up to that time, very little hay had been purchased and nothing done in the way of pressing. Owing to moderate arrivals of old hay during the past three weeks, new stock arriving in good condition has found a ready sale at satisfactory values, grades ranging \$20@23 per ton. Markets were well cleaned up and in good condition at the close of the week. It looked as though prices would be maintained for some time. Because of the increased arrivals, both water and rail, over Sunday, the market opened Monday \$1 per ton below Saturday's closing. We think that hay purchased on the basis of \$15@16 per ton is a specula-

tion and liable to show shippers unsatisfactory results. We still believe for the next month or two or until the market is settled that the best hay should be bought at \$12@13; the extreme outside figure not to exceed \$14.—New York Produce News, September 5.

Last year's hay crop in the United States was valued at \$592,539,671, which was only exceeded by corn and cotton, the two great money crops, says the Chicago Live Stock World. Continuing it says: "The one important matter in the hay producing and hay purchasing proposition is quality and condition of feed. These are factors in the commercial feature of the hay trade that will gradually grow more exacting as time progresses. The old time methods of careless harvesting and stacking, where damage to quality is introduced, will necessarily undergo some radical reforms. It has been argued that the very extensive cultivation and growing of hay in the western prairie country is such as to preclude all idea, or attempt even, at other method of weather protection for the hay crop than that now in general use, the open field stack."

Successful experiments have lately been carried on at the New Jersey Agricultural College farm, where four acres of new seeded timothy has just been harvested. The yield was 16.4 tons of well-cured hay. The grass was thick at the bottom with considerable Alsike clover, and the timothy was badly lodged. In cutting it took two or three helpers with the machine to clear the track for the next round. The expense for cutting and hauling the hay was as follows: Mowing, \$6; tedding, \$4.80; raking, \$1, and carting and putting in barn, \$21, or a total of \$32.80, equal to \$2 per ton. The expense of seed, fertilizer and labor of seeding was \$58.20, or \$3.55 per ton, making a total cost of \$5.55 per ton of hay. Assuming the hay to be worth \$20 per ton as drawn from the field, and this is a fair price when hay sells in the market for \$25 per ton, the net profit from a ton would be \$14.45, or \$59.24 per acre. The income, therefore, from the four-acre field after deducting total cost of seeding and harvesting is \$236.98.

The Montreal Trade Bulletin of September 6 said: "The exports of hay during the week from Montreal were 7,285 bales, against 14,196 bales a year ago and from Portland nil bales against 1,948 a year ago. The exports from New York were nil bales against 841 for the corresponding week a year ago. There is practically no old hay left in this market, and all reports from country shipping points state that there is little or no old hay to come forward; practically all the hay now coming to market is this season's crop. There is a good demand in the local market, while there are some outside inquiries from western points between here and Toronto, and already a number of cars have been shipped out to these places. The local market is firm at \$15 to \$15.50 for No. 1, and \$14 for No. 2. Most of the advices from the other side are very discouraging, owing to the large crop over there. Cables from Liverpool do not show much change, but this is owing to the fact that freight space to this market has been very scarce, and little or no hay has gone forward to this port; however, the steamers which left port during the past week took out a few odd lots."

THE GOVERNMENT FIGURES.

The yield of hay in the United States in 1905, as reported by the Agricultural Department, made an average of 1.54; in 1906, 1.35. The ten-year average is 1.43. The conditions of August 1 show a gain of 7 per cent over that of 1906. The subjoined table may be of interest, as it shows the yield of the several states in which the largest markets are located and from which their supply is drawn.

	Yield per acre	Yield per acre	Average condition timothy	Average condition clover
	1905	1906	1906	1907
New England...	1.19	1.17	97	96
New York.....	1.30	1.28	91	85
New Jersey....	1.13	1.32	85	87
Pennsylvania...	1.50	1.30	84	87
Ohio	1.49	1.22	75	91
Michigan	1.46	1.28	82	80
Indiana	1.48	1.10	63	88
Average	1.36	1.24	82	88
Ten-year average		1.29	gain	8
Illinois	1.35	.98	66	89
Wisconsin	1.80	1.35	94	90
Nebraska	2.75	1.40	85	89
Missouri	1.10	.78	50	99
Kansas	1.55	1.28	67	83
Iowa	1.70	1.35	76	83
Average	1.54	1.19	75	89
Ten-year average		1.43	gain	.14

From the above it will be seen that the average condition of timothy on August, 1907, shows a gain of 6 points; clover a loss of 4 points, in what may be called the eastern group, while the western group shows a gain of 14 points in the condition of timothy and 11 in clover or a combined gain of 27, distributing the yield more evenly than that of a year ago.

NEW YORK HAY DEALERS ELECT.

At the annual meeting of the New York Hay Dealers' Association, which was held at Syracuse, N. Y., on August 14, more than 200 members were in attendance and fifty new names were added to the lists. Several entertaining talks were given by well-known hay dealers in addition to the regular volume of business.

The officers chosen for the ensuing year were: President, B. A. Dean, Auburn; vice-president, L. S. Strough, Lafargeville; secretary, C. A. Coleman, Savannah; treasurer, E. H. Dudley, Bath; director—F. B. Keeney, Allegany Co.; John E. Murray, New York; J. C. Watson, Yates; Grant Cole, Tompkins.

WHY HAY TAKES FIRE.

Why does hay become heated and sweat? The cells in hay continue to live and breathe for some time after it is cut, and they alone, in a close mow, heat the hay to a temperature of 132 degrees Fahrenheit," says D. S. Creamer in the Ohio Fire Marshal. "Added to this is the heat from the microscopic spores of fungi which continue to grow on the blades of hay during its fermentation, the heat created by the development of the hay seeds and the heat of the sun upon the roof. These three causes acting together may heat hay that is well packed in a close mow so that there is no circulation of air to carry off the heat, to a temperature of 212 degrees Fahrenheit—that at which water boils. Then the hay begins to char; the charcoal so formed absorbs oxygen and the mass grows still hotter. The heat reaches 265 degrees; then the mass blazes. Bran, grain and silo material may ignite spontaneously if placed under similar conditions. Many barn fires from this cause are reported 'cause unknown, the whole barn seemed ablaze at once.'"

Along this same line it is believed by experts that there is more danger of clover and alfalfa hay heating in the stack than timothy, etc., and many cases of "spontaneous combustion" are reported in this hay each year. Perhaps it is more often due to the fact that clover and alfalfa are cut slowly in the field and put up in an uncured state. An authority says:

"When spontaneous combustion takes place it most frequently occurs within a week or ten days after stacking, and usually in less time than this. I would say there would be absolutely no danger after ten days, and most cases occur within two or three days after the hay is put into the stack. Spontaneous combustion takes place more often in barns than where the hay is placed in stacks, due to the fact that hay is frequently placed in the barn in a greener condition than it is stacked. The mows are often larger, the hay is more tightly packed and there is not as free access of air in the mow as in the stack. Where hay is piled loose in not too large quantities and there is free access of air there is no danger of spontaneous combustion; in fact, green alfalfa is often placed in sheds and completely cured in this manner, not only without danger of spontaneous combustion but without injury to the hay. Only where alfalfa is not sufficiently cured in the field is there danger of spontaneous combustion, and the proper time to prevent loss from this cause is before the hay is stacked.

One of the branches of the County Farmers' Union, known as the Boethel School House Union, near Hallettsville, Texas, has a notice in one of the local papers that its members have agreed that no corn should be sold for less than 50 cents a bushel, and cotton seed at not less than \$16 per ton. The corn crop in this county is the best in many years.

Three Red Cannot All Be Made Two Red.—Some shippers appear to think that all three red if blown hard enough could be made to grade two red. It is impossible on soft, which contains so much shrunken and bleached wheat. Inspectors have all wheat blown where it will improve the grade and the loss will not equal the difference in value.—King & Co., Toledo.

Rush in Your Grain, Car Famine Will Come.—East is becoming congested. Railroads are putting seventy millions in passenger terminals in New York, but this will not increase the freight facilities. There are more cars than a year ago, but terminals and sidetracks are still lacking. Car famine will surely come when corn moves, if it does not before. Better prepare for it. Rush in your wheat and oats.—King & Co.

[For the Michigan Hay Association.]

SHORT WEIGHTS IN HAY.

BY A. H. NORTHWAY,
Owosso, Mich.

The question of short weights is a matter in which all hay shippers are interested, but few care to hear discussed, for when the subject comes up, as a rule, it means a loss on the shipment. Who is the loser? The shipper, of course. This subject is of much more importance than most dealers realize and is worthy of the attention of every person in the hay business.

Let us first look for the cause and we will find it either carelessness or dishonesty, or both. Carelessness on the part of the balers consists in not seeing that the scales are in balance and kept that way. There are very few men running hay presses who take proper care of their scales. They perhaps move from one job to another, unload their scales and they are ready for business, without first seeing that the scales are in balance, and a very strange part of the matter is that if the scales are out of balance they weigh too much in nine cases out of ten. You are always sure to hear of a shortage, but it is a rare thing that an over would be reported.

Then there are balers who are anxious to get out all the tons possible, and a few pounds, or even a pound, on each bale makes a good many tons in the course of the season. They do not stop to realize where they are getting \$1.50 more than they should for bailing that the farmer gets the price of a ton of hay that he never owned and either the shipper or the consumer must lose this.

Then, again, there are farmers who are afraid that they are getting the worst of it and so to be sure and keep even they go out with a pencil and protect themselves. I have heard of many instances and seen a few where a bale weighing 110 pounds was remarked 140 pounds, a 130-pound bale marked 150 pounds. There is nothing to some people like the first laws of nature. It is always uppermost in their minds and when the product brings the highest price then is the time the farmer is the most greedy. He either doesn't stop to think or does not care about the consequence. What does he care whether you are the loser or whether the consumer who pays per ton perhaps double the amount he is getting? Now do not understand me that all farmers, or a majority, are of this kind, for they are not, but we all have them, you as well as the rest, and the only way to check this kind of work is to make an example; watch them all and when we catch one get him right, for there is a law covering short weights. Once let them know it is to be enforced and the farmer will protect you against the baler and the baler against the farmer. If a baler knowingly overmarks a bale of hay he is criminally liable. If the farmer raises the mark on a tag or markets a bale of hay, knowing it is short weight, he is criminally liable; and if you make a shipment, knowing that it is short weight, you are equally guilty of crime and subject to punishment. To protect yourselves every case of this kind should be prosecuted.

Then, again, you are dishonest with yourself. Oftentimes you have the opportunity to reweigh a bunch of hay without trouble or expense to yourself or the farmer, and how many of you do it and why don't you? Simply because your competitors don't and you dare not, for you think the farmer will not stand for it, but will draw to your neighbor. You will go ahead and take this hay when you practically know it will not hold out weight, load it up and ship to your customer, hoping he will take your word for it, and the poor consumer who is paying double what it costs you per ton is standing the loss. Now, is this right? I say, No. It is neither right nor is it business. You are either a moral coward or you are dishonest.

We have noted a few causes. Now let us watch the effect. First, a shipper can never build up a trade and hold it who does not protect his weights. By this I mean within a certain per cent. When he does this he must know when he loads a car that he is delivering the goods or, if it is short, just how much, in order to know whether he is being taken advantage of at the other end. If you know the weight in a car and know it is correct, you have some nerve to make a fight for your rights; but if you have a feeling that perhaps the man at the other end is right you may make a big bluff, but you will settle in the end as he says, pocket your loss and swear you will not ship any more to this party because he is dishonest, when you know, deep down in your heart, that he is just as likely to be right—and probably is nearer right—than yourself. Did you ever figure what your loss from shortages will average per car on all cars shipped? I venture to say from \$1 to \$3 per car. Can you afford to stand this loss? I think there are very few of you who can; and while you, perhaps, think my estimate large, I

venture to say if you have kept account you will find it very low; and remember you are the one who is paying the fiddlers, while the farmer is doing the dancing and, as a rule, does not know it. While there are a few who wish to see you do business at a loss, if they are the gainers, they are not in the majority and either the baler or yourself is to blame.

The Remedy.—First. When you send out a baler be sure you have a good, honest man at the head. Pay him enough so he can afford to be honest. Impress on his mind that you are paying himself and the farmer for 30 pounds on each ton which neither furnishes, or a ton and one-half on each 100 tons baled. Impress on his mind that his scales must be kept in balance, and then mark actual weight on each bale. This is of more importance than most of us realize; as when the bales are marked up and down a large majority are marked up.

Second. When you have an opportunity of running a load over a large scale, do so and see for yourself whether it holds out in weight. If you have no large scale, weigh a few bales on each load. It takes only a short time and the farmer then knows, as well as yourself, whether he is getting what belongs to him or not, and not one in ten will object. Then the farmer, yourself and the consumer are all protected and confidence prevails.

Third. Have your balers always keep their scales leveled up. No scales will weigh correctly when propped up on bales of hay, perhaps one end or one side first up and then down or perhaps standing at an angle of from 20 to 45 degrees. I am not so sure but it is a mistake to mark weights at all on each bale. Why wouldn't it be better to market it the same as oats, beans or wheat? When a load comes in weigh it up and pay for just what it weighs. Then the farmer gets pay for what he sells and the dealer loses in shrinkage simply what it dries out and naturally wastes.

Fourth. Another remedy is for some reputable party to establish a transfer house at a terminal point and transfer, reweigh and regrade each car, giving a certificate of grade and weight and have same absolute; both the shipper and receiver to accept same as final, making a nominal charge for same. Then there would be pleasure as well as profit in the hay business.

ELEVATOR STORAGE RATES.

The announcement was made in August by F. W. Peters, assistant freight traffic manager of the Canadian Pacific, that a change would be made this fall in the charges made by the company in connection with the storage of wheat in the elevators at Fort William.

The request for the change was made by the Grain Growers' Association, and after full consideration the officials of the company have decided that the request of the association should be granted.

Up to the present time shippers who desired grain stored in the elevators at Fort William were required to pay three-quarters of a cent per bushel for the first term, and three-quarters of a cent per bushel for the second term of thirty days or for any portion of this term. It was to the last clause of the agreement that exception was taken by the members of the Grain Growers' Association. Under this clause a shipper who had grain in store for a single day after the first term had expired was called on to pay a second charge of three-quarters of a cent per bushel. It was felt that there was some injustice in this charge, and the request was made by the Grain Growers' Association that, instead of calling on the shipper to pay three-quarters of a cent per bushel as storage charges for a period of thirty days or any portion thereof, the company should levy a per diem charge for the second term.

The company have recognized the justice of this request, and in future shippers of grain will be called on to pay three-quarters of a cent per bushel as storage charges for the first period, but after the expiration of that time they will pay one-thirtieth of a cent per bushel per day.

This proposed change meets with the full approval of the Grain Growers' Association, and will result in considerable saving to many of the independent shippers and farmers of the West who ship their own grain.

Similar changes in the storage rates will be made by the four big companies which operate terminal elevators at the lake ports.

Notification of the change in the rate for the storage of grain will be at once given to the warehouse commissioner, and all the wheat of the present season will be stored under the new schedule.—Winnipeg Commercial.

J. H. Edwards of Duluth has been made state grain inspector at New Ulm, Minn.

CROP REPORTS

Early corn is said to have done well in Texas, but the late planted grain has suffered from drouth.

If frosts keep away from Indiana until after September 25 a bumper corn crop should be produced.

Hot, dry weather has cut the corn crop considerably in Indian Territory, and especially so with that planted late.

There appears a decrease of 326,061 acres in the Illinois corn figures. Wet weather has hindered this product.

S. S. King, chief deputy grain inspector of Washington, estimates the wheat crop for the state as being 40,845,000 bushels.

A fair yield of corn may come from Ohio if Jack Frost can be prevailed upon to postpone his visit until the last of September.

The average condition of buckwheat on Sept. 1, was 77.4, against 91.9 a month ago, 91.2 on Sept. 1, 1906; 91.8 on Sept. 1, 1905, and a ten-year average of 88.2.

Late in August severe rains threatened the crops in the Palouse country of Washington, but inquiry develops the opinion that the damage will be hardly noticeable.

According to F. D. Coburn, secretary of the Kansas Board of Agriculture, that state raised 70,057,362 bushels of winter wheat, which is 21,000,000 bushels less than the crop of 1906.

Dry and cold weather in Michigan during the latter part of August caused corn to drop 2 points in its condition, which the state report shows was 78 in the state on September 1. Oats showed a condition of 80 per cent.

It is said serious injury has been caused to the various crops of central New York by the prolonged drouth of the present summer. Oats in some sections of the state are said to be infested with rust. The oat crop will not be as heavy as last year.

The Kentucky September report showed the corn conditions as 91, while in August it was 89. Last September it was 100 when 105,000,000 bushels were produced. The wheat yield is but 10 bushels to the acre in comparison with 13½ last year, and the oat yield is 18 compared with 20¼ last year.

Frank A. Fowler, secretary of Grain Dealers' Association at Minneapolis, is of the belief that the Canadian West will produce from 75 to 80 million bushels of wheat. The Agricultural department of Ontario reports barley to be the best cereal crop of the year, while oats will be relatively the poorest grain crop.

Missouri state report shows no change in the corn condition there last month. Southwest section is damaged by drouth. Northern part above average, while other sections are average. All corn will ripen unless there is killing frost this month. Condition last September was 86, but improved to 90 in October, and crop turned out 234,000,000 bushels.

The estimate of the Iowa Grain Dealers' Association issued on September 1 gives the percentage comparison of total crop production with estimate of last year as 78 for corn, 65 for oats, 88 for rye and 92 for barley. It is estimated Iowa will produce 281,163,064 bushels of corn, 90,235,008 bushels of oats, 963,952 bushels of rye, and 13,724,816 bushels of barley. The corn acreage shows a decrease of 9 per cent; oats, 10 per cent, rye 7 per cent, and barley 6 per cent.

An estimate prepared by the Union Pacific railroad from reports sent in by its correspondents throughout Nebraska shows an acreage of 247,884 of spring wheat, with an estimated total yield of 3,705,814 bushels. The acreage and yield of winter wheat is much larger, being 2,142,770 acres, with an estimated yield of 48,004,683 bushels. The crop of rye shows 107,426 acres, with a yield of 1,916,987 bushels, and the oats acreage is given at 2,286,104, with a total yield of 68,378,456 bushels. It is also estimated that Nebraska has 408,150 acres of alfalfa, which should yield 1,118,639 tons.

On September the New York Journal of Commerce published its corn crop report based on returns from 1,300 correspondents. It shows a decline in condition of 3 points during August to 80.6, and is compared with the government figures of 90.2 on Sept. 1, 1906, 89.5 in 1905 and 81 for the ten-year average ending September, 1906. A condition of 80.6 on the government acreage of 98,099,000 acres indicates a crop of between 2,500,000,000 and 2,600,000,000 bushels, which is a considerable reduction from the bumper crop of 2,927,416,000 bushels last year. Nebraska leads with a decline of 9.9 points in condition to 77.21, while the only states

showing any improvement are Missouri, which rose 1.9 to a condition of 87.3; Kentucky, which improved 5 points to 91, and Minnesota, which rose 2.3 to 82.7. Aside from Nebraska the declines in condition are as follows: Illinois, 1.8 to 82.2; Iowa, 3.1 to 78.5; Texas, 4.1 to 79.6; Kansas, 4 to 78.5; Indiana, 0.4 to 87.1; Ohio, 8.3 to 75.7; Indian Territory, 7.4 to 72.8; Oklahoma, 12.3 to 67.7; South Dakota, 4.7 to 74.3 and Michigan, 6 to 77.

Government estimates on the grain crops of 1907 as compiled from reports of September 1 are:

	—Condition—		—Indicated Yield, Bu.—	
	Sept. 1, 1907.	Sept. 1, 1906.	1907.	Final Official Yield, 1906.
*Winter wheat.....	74.6	83.4	*409,500,000	493,000,000
Spring wheat.....	77.1	83.4	215,678,000	242,000,000
Total.....			625,178,000	735,000,000
Corn.....	80.2	90.2	2,518,000,000	2,927,000,000
Oats.....	65.5	81.9	743,000,000	965,000,000
*Rye.....	No report	90.5	*31,121,000	33,375,000
Barley.....	78.5	89.4	157,000,000	178,916,000
Total.....			4,074,299,000	4,839,291,000

*August figures. †Bushels per acre.

The following table shows for each of the states having 1,000,000 acres or upward in corn the condition on Sept. 1, 1907, and 1906, with the ten-year September average:

	Sept. 1, 1907.	Sept. 1, 1906.	Ten-year average.
Illinois.....	86	88	84
Iowa.....	76	95	82
Nebraska.....	75	87	79
Missouri.....	86	87	80
Texas.....	80	77	75
Kansas.....	72	86	70
Indiana.....	84	95	87
Georgia.....	92	91	85
Ohio.....	77	99	84
Kentucky.....	87	100	85
Tennessee.....	86	97	82
Alabama.....	87	93	83
North Carolina.....	92	85	85
Arkansas.....	62	97	81
Mississippi.....	77	92	80
Indian Territory.....	72	95	91
Oklahoma.....	70	95	73
South Carolina.....	93	84	87
South Dakota.....	70	91	85
Virginia.....	86	91	88
Louisiana.....	75	85	83
Minnesota.....	76	92	86
Michigan.....	78	93	83
Wisconsin.....	80	95	83
Pennsylvania.....	70	96	88
United States.....	80.2	90.2	81

The following table shows for each of the five principal spring wheat states the conditions when harvested, as reported Sept. 1, 1907, and 1906 and 1905:

	Sept. 1, 1907.	Sept. 1, 1906.	Sept. 1, 1905.
Minnesota.....	77	79	84
North Dakota.....	71	84	89
South Dakota.....	79	88	89
Iowa.....	80	93	91
Washington.....	97	75	91

The following table shows for each of the thirteen principal oat states, the condition when harvested, as reported on Sept. 1, 1907, and 1906, with the ten-year averages:

	Sept. 1, 1907.	Sept. 1, 1906.	Ten-year average.
Iowa.....	65	88	82
Illinois.....	62	72	82
Wisconsin.....	61	92	89
Nebraska.....	62	79	79
Minnesota.....	74	87	87
Indiana.....	52	69	86
Ohio.....	60	75	88
Michigan.....	60	76	87
South Dakota.....	77	95	88
North Dakota.....	75	91	83
New York.....	81	88	88
Pennsylvania.....	84	78	33
Kansas.....	36	60	69
United States.....	65.5	81.9	82.6

The average condition of barley when harvested was 78.5, against 84.5 Aug. 1, 1907; 89.4 reported Sept. 1, 1906; 87.8 at the corresponding date in 1905, and a ten-year average of 84.3.

Oklahoma City correspondents report that there is considerable disagreement between elevator men and members of the Farmers' Union in Western Oklahoma relative to corn shipments. The elevator men claim the corn is not in good condition; that it comes into market in a heated condition. On the other hand, shippers say the complaints are made in order to influence the price. In different sections of the corn country farmers are agitating the inauguration by the state government of a grain inspection system.

FIRES--CASUALTIES

An elevator was burned down at Otis, Kan., on August 28.

Lightning caused nominal damage to Gregory's Elevator at Palmyra, Wis.

Fire caused a nominal loss to the Lincoln Grain Co.'s plant at Lawndale, Ill., recently.

An elevator owned by R. Fleming at Dresden, N. D., was blown down in a windstorm on August 24.

In a disastrous fire at Orange, N. J., on August 15, the Krausmor Elevator was destroyed at a heavy loss.

Lightning struck the Federal Elevator at Northcote, Minn., on August 17, but the blaze which started was promptly extinguished.

Fire discovered in the Imperial Elevator at McCumber, N. D., on August 26, was extinguished just in time to prevent a serious loss.

The elevator belonging to John B. Payne at Lexington, Ky., was burned down during August, at a loss of \$4,000. It was insured for \$3,200.

J. A. Small & Co.'s grain warehouse at Everett, Mass., was burned on August 16, at a loss of \$4,000. It is supposed sparks from a locomotive were the cause.

Fire in an adjoining oil shed nearly spread to L. Schreiber's Elevator at Bison, Kan., the night of August 27, and the efforts of the entire town were required to save it.

Spontaneous combustion started a fire in W. M. Cameron's grain warehouse at South Pittsburg, Tenn., which caused damage to the extent of \$1,000, the plant being entirely destroyed.

Frank Fishman's granary, near Loveland, Colo., was destroyed by fire on August 24, and several hundred sacks of grain were lost. The damage is estimated at \$15,000, with no insurance.

Fire swept away the Wells-Hord Elevator at Havelock, Iowa, on August 18, and a few hundred bushels of grain went up in smoke. The property was fully insured and will be rebuilt at once.

McCaskel Bros. lost their grain elevator at Ladysmith Siding, Man., on August 19, by a fire supposed to have been kindled by an incendiary. The loss is \$1,400, covered with \$800 insurance.

The grain warehouse and cleaning establishment belonging to John M. H. Walter at "Brewertown," Philadelphia, Pa., was burned down early in August with a loss of \$50,000. The origin is unknown.

Mystery surrounds the origin of the fire which destroyed the screening shed belonging to the W. P. Devereaux Co. at Minneapolis, Minn. The loss approximates \$10,000, partially covered by insurance.

Spontaneous combustion started the fire which caused \$5,000 damages to the grain warehouses belonging to John Hittmiller at Dyersville, Iowa. The fire was discovered in the hay where it caused an explosion.

A. G. Truax of Mitchell, S. D., lost his elevator at Burbank, S. D., and about five carloads of grain. The fire caused a loss of \$5,000. It is not known how the blaze originated. Mr. Truax will rebuild at once.

Fire destroyed the D. M. Riggs Elevator at Lone Tree, Iowa, on August 26, causing a loss of several hundred dollars. It originated in the cupola from an unknown cause. The building will probably be rebuilt.

The Duluth Elevator Co.'s plant at Hawick, Minn., was totally destroyed by fire on August 9, with a loss of \$3,500. It is supposed the fire was caused by lightning. The books and a little salvage were all that could be saved.

Harlan & Boughton's grain elevator at Crescent City, Ill., was set on fire by lightning the morning of August 27, and was reduced to ashes. About 5,000 bushels of oats were lost. The approximate damage was \$10,000, fully insured.

The W. T. Sprague Elevator at Quincy, Ill., was destroyed by fire on the afternoon of August 29, together with 800 bushels of oats, 600 bushels of corn and 25 tons of hay. The loss is about \$8,000, fully insured. It is thought the fire started in a mysterious way on the inside.

Lightning touched off the Spring Valley Elevator Co.'s plant at Spring Valley, Ill., and before the blaze was discovered the whole roof was on fire. The building was iron-clad and therefore stood proof against the streams of water thrown at it. The loss was \$6,000, with about \$4,000 insurance.

Recently Louis Ruppert acquired the elevator and had hardly taken possession before a wind-storm swept away the stack.

The St. Anthony & Dakota Elevator of 45,000 bushels' capacity at Climax, Minn., burned down early in August. It contained 1,500 bushels of wheat, 400 bushels of barley and 300 bushels of flax on which there was little salvage. It is likely the plant will be rebuilt.

About \$2,000 damage was caused by fire to the grain establishment of J. Cushing & Co. of Cambridge, Mass. The fire occurred on August 20, when sparks from a locomotive set fire to a car-load of hay. The prompt efforts of the firemen prevented a more serious conflagration.

The elevator with 1,500 bushels of grain attached to the Eden Valley Mill at Eden Valley, Minn., was burned down the morning of August 31, when the mill and other property to the value of \$40,000 were destroyed. The owner—the Gruenes-Lauer Co.—was insured for \$20,000.

Fire originated in the roof of C. F. Holt & Co.'s grain elevator at Eden, Ill., presumably from the sparks of an engine, destroyed that structure one day last month, despite the efforts of a large bucket brigade. About 1,500 bushels of wheat were destroyed. The property was well insured.

The large five-story grain elevator belonging to the Standard Milling Co. of Houston, Texas, burned down with the mill the night of September 2. Its capacity was 300,000 bushels and was well filled with grain. The company's loss for mill, elevator and contents approximated \$250,000.

An elevator owned by Niccum Bros., containing several thousand bushels of wheat, was burned down at Kimmel, Ind., on August 24. The approximate loss was \$7,500, with some insurance. It is believed an overheated bearing is responsible for the fire. A bucket brigade protected adjoining property.

Two elevators at Sedan, Minn., were burned down on August 29. One was the property of the Osborne-McMillan Co. and the other was owned by the Atlantic Elevator Co. About 500 bushels of grain were in the latter's plant. Work has already commenced on the rebuilding of the Atlantic Elevator.

An accident to the Merriam & Holmquist Elevator at Omaha, Neb., was occasioned by the overloading of a bin. On the afternoon of August 12 one of the sides bulged out and some 5,000 bushels of wheat tumbled out onto the ground. The damage was about \$1,500 or \$2,000, according to Mr. Merriam.

The Andrews & Gage Elevator at Montpelier, N. D., was wiped out by a fire which destroyed much property on August 29. Agent Carley was out of town at the time and the loss was not definitely fixed but is believed to be about \$10,000. The plant was entirely overhauled last season when extensive repairs and improvements had been made.

An elevator belonging to W. B. Lynch of Crawfordville, Ind., was burned down at Darlington, Ind., during the last month, and considerable grain stored in it by George Malsbary and the Adler Grain Co. was lost. The property was valued at \$8,000 and was insured for \$6,000. It is thought the building was either struck by lightning or ignited by sparks from a passing locomotive.

A large elevator on the Milwaukee Railroad at Fargo, N. D., collapsed one day recently. It was a frame building about 100 feet in length and was set on a pile foundation which gave way at the west end. This let the building down at that end and the rest of the building followed in sections. Persons who witnessed the collapse said it took about five minutes for the building to go down. The elevator itself was not badly damaged but will have to be raised and placed on a new foundation.

A disastrous fire swept away the grain elevators belonging to the Armstrong Grain & Provision Co. and the American Malting Co. at Milwaukee, Wis., at 12:45 o'clock the morning of August 31. The loss is estimated at \$115,000, of which \$75,000 is borne by the American Malting Co. Both plants were partially insured. It is believed the fire originated in the engine room of the Armstrong Elevator and the breeze carried the fire to the American Malting Co.'s plant. Of the two plants nothing but the walls of the Malting Company's elevator were left. The offices on the east were saved. There is a theory that the cause was incendiary.

The price of seed bags at Toledo is now 23 cents for Starks and for like quality, and 21 cents for American and like quality, value of damaged bags to be fixed by the seed inspector.

PERSONAL

John McClune is in charge of the Hoyt Elevator at Hoyt, Kan.

Gus Halvorson will manage the Security Elevator at Dawson, Minn.

Oliver Clauson is manager of the Mutual Elevator at Porter, Minn.

Martin Prestergarde is buying grain for the Bagley Co. at James, S. D.

Oliver Strunk has become manager of the Loomis Elevator at Ruskin, Minn.

Max Hensel will run the Bingham Bros.' Elevator at Wabasso, Minn.

Walt Moore is the new buyer at the Thorpe Elevator in Milroy, Minn.

J. J. Beissel of Hampton, Minn., is manager of the new elevator there.

M. E. Goodrich has become agent at Stevens' Elevator in Cleburn, Iowa.

J. A. Martin is again in charge of the Interstate Elevator at Florence, Minn.

Mr. Barnard of Lismore, Minn., is the new grain buyer for Grieg & Zeeman.

P. O. Talle of Kenyon, Minn., is now in charge of an elevator at Bisbee, N. D.

Ed. Koch has been engaged as 'buyer at the Bagley Elevator in Odessa, Minn.

W. Escher is buying grain at the Monarch Elevator Co.'s plant in Frazee, Minn.

C. F. Clark of Wheaton, Minn., is now traveling auditor for the Crown Elevator Co.

B. Bertrand of Swanville, Minn., has resigned as agent of the elevator at that place.

H. C. Goebel of Wilmont, Minn., has taken charge of the McIntyre-Ingold Elevator Co.

Bert Coleman of Bruce, S. D., is in charge of the National Elevator at Crystal, N. D.

O. T. Griffiths of Page, N. D., has gone to Vienna, S. D., to take charge of an elevator.

R. R. Letner is now buying grain at the J. P. Coffey Elevator in Ashcreek, Minn.

Imdahl Simmons of Willmar, Minn., is in charge of an elevator at Cottonwood, Minn.

Mr. Barnard of Minneapolis has taken charge of the Duluth Elevator at Sabin, Minn.

E. I. Harding of Hardwick, Minn., has gone to Alvord to take charge of an elevator.

Joe Fermoye of Barry, Minn., has taken charge of a grain elevator at Anamoose, Minn.

Garfield Wilson of Foley, Minn., has become manager of an elevator at Kilborn, N. D.

W. E. Liskey of Wood Lake, Minn., has been placed in charge of the Pacific Elevator.

Joe Murphy of Murdock is at Freeman, Minn., as grain buyer for the Thorpe Elevator Co.

J. E. Elvidge has been retained as manager of the Farmers' Elevator at Lone Rock, Ia.

A. T. Lee of Framnas, Minn., is now manager of the Farmers' Elevator at Cyrus, Minn.

S. Nordskow of Badger, Iowa, is at the head of the Farmers' Elevator at Humboldt, Iowa.

Harvey Gainsforth of Eckelson, N. D., has taken the management of an elevator at Everest.

Theo. Larson has taken charge of the Springfield Milling Co.'s Elevator at Milroy, Minn.

D. W. Holdridge of St. Charles, Minn., is now running the Stevenson Elevator at Dover.

Anton Marrau has left Battle Lake, Minn., to buy grain for an elevator at Eastedge, N. D.

S. W. Smith of Tyler, Minn., has been made manager of the Atlas Elevator at that place.

C. O. Myers of Foxhome, Minn., will operate the Amenia Elevator Co.'s plant at that place.

M. Dudley of Garvin, Minn., will be in charge of Bingham Bros.' Elevator at Balaton, Minn.

R. L. Jameson is in charge of the new elevator just opened by the Hedrick (Iowa) Grain Co.

James L. Purcell has been selected as agent for the Pacific Elevator Co. at Green Isle, Minn.

Gunder Gilbertson of Canby, Minn., is now at Nunda, S. D., buying grain for a local elevator.

Frank Wittensten has been given the management of the Atlantic Elevator at Warren, Minn.

Simon Weldele of Delano, Minn., will be in charge of Bartlett Bros.' elevator at that place.

Mike Bungardner of New Richland, Minn., has gone to Hancock, Minn., to operate an elevator.

J. D. Stafford, for several years in charge of the Duluth Elevator at Hoople, N. D., is now in charge

of the St. Anthony & Dakota Elevator at that place.

E. T. Hanson of Garretson, S. D., is now in charge of the Farmers' Elevator at Booge, S. D.

Rone Theiring of Lamberton, Minn., has taken the management of an elevator at Streator, N. D.

William Harris has succeeded Oscar Archibold as manager of the El Paso Elevator at El Paso, Ill.

Ed Dreher of Carpenter, Iowa, is buying grain for the A. J. Kleinwort Elevator Co. at Selby.

H. J. Fagerland of Sisseton, S. D., is running the elevator at Medford, N. D., for Sullivan & Co.

Fred Day will operate the elevator on the Great Western at Le Roy, Minn., in place of Mr. Wilde.

Herman R. Baker of Kasson, Minn., has gone to Easby, N. D., as manager for the National Elevator Co.

George McCloske of Garden City, S. D., has gone to Butler as buyer for the Empire Elevator Co.

R. N. Stangeland of Clarkfield, Minn., has gone to Marietta as grain buyer for the Pacific Elevator Co.

Charles V. Olson of Buffalo Lake has become buyer for the Exchange Grain Co. at Stranberg, S. D.

E. N. Morgan has succeeded J. R. Shirey as agent of the N. J. Olson Elevator at Dell Rapids, S. D.

L. T. Parker has succeeded F. E. Gehrki as agent for the Victoria Elevator Co. at Selby, S. D.

A. E. Bruce of Weaver has been appointed agent for the St. Anthony & Dakota Elevator at Lakota, N. D.

D. T. Jones has resigned after four years as manager of the Farmers' Elevator Co. at Ivanhoe, Minn.

Lars Borgaard has returned to his position as agent for the Federal Elevator Co. at Kragens, Minn.

D. A. Mack has succeeded A. W. Headrick as buyer for the Imperial Elevator Co. at Argle, Minn.

N. T. Austinson of Stanton will serve as agent for the Rex Elevator Co. at its plant in Dennison, Minn.

C. W. Malmquist of Rushmore has taken charge of the Christenson Grain Co.'s plant at Wilder, Minn.

George Hilger of Mazeppa, Minn., has taken a position with the Duluth Elevator Co. at Alberta, Minn.

Henry Winters of Chester, Minn., has taken charge of one of the elevators at Rumbro Falls, Minn.

J. B. Myers of Alexander, Minn., has gone to Grano, N. D., to take charge of the Northland Elevator.

Charles Persinger of Fullerton, N. D., has been made grain buyer for the Minnesota Elevator at Clement.

Harry Christenson of Wood Lake, Minn., has gone to Hazel Run to manage the Great Western Elevator.

J. P. Arend of Alexandria, S. D., has been made manager of the Greig & Zeeman Elevator at Emery, S. D.

H. O. Hanson of Cottonwood, Minn., has been given charge of the Security Elevator at Cresbard, S. D.

J. C. Ratliffe of Radcliffe, Iowa, has accepted the management of the Ober-Kingsbury Elevator at that place.

John A. Larson of Leaf Mountain, Minn., is now grain buyer for the Andrews & Gage Co. at Mooreton, Minn.

Thomas Thomas of Sheffield, Iowa, has taken the management of the farmers' elevator at Gilman, Iowa.

John Engebretson has succeeded Ed Cutsinger as manager for the Northwestern Elevator Co. at Albee, S. D.

James R. Edmund of Claremont, Minn., recently left for Buffalo, N. D., as buyer for the Monarch Elevator Co.

A. L. Edmunds of Edinburg, N. D., is representing the Imperial Elevator Co. in the field at Oakes, N. D.

W. H. Kilpatrick of Adrian, Minn., has taken charge of the Hubbard & Palmer Elevator at Luverne, Minn.

Ole K. Lee of Barrett, Minn., has gone to take charge of the Osborne-McMillen Elevator at Plaza, N. D.

Andy Lukken has resigned his position with the Minneapolis & Northern Elevator Co. at Cummings, N. D., and is back at his old place with

the Fosston (Minn.) Elevator & Milling Co. as grain buyer.

Carl Nelson has been transferred from G. A. Swan's Elevator at Albert Lea to his plant at Alden, Minn.

Don Abbott of Webster, S. D., has taken Pete Eye's position with the Reliance Elevator Co. at Milbank, S. D.

J. A. McBrady of Graceville, Minn., is now operating the St. Anthony & Dakota Elevator at Fosston, Minn.

Glen Buchanan has been succeeded by J. H. Deadman as agent for the Northern Grain Co. at Sac City, Iowa.

W. H. Parker is agent for the Pacific Elevator at Delhi, Minn., and H. T. Helgersen is agent for the Inter State.

Esprue Norman of Kandiyoki, Minn., has gone to Estby, N. D., as manager of an elevator for a Minneapolis firm.

Thomas Cronan of Altamont, S. D., has been engaged as agent for the McCall-Webster Elevator Co. at Albee, S. D.

John V. Byers has left the Packard Elevator at Jackson, Minn., to take charge of the Cargill Co.'s plant at that place.

D. C. Holst of West Concord, Minn., has gone to Skyberg as manager for the Rex Elevator Co. of Minneapolis, Minn.

P. J. Fibelstad has succeeded Edward Engerset as agent for the Nye-Schneider-Fowler Elevator Co. at Frost, Minn.

Tom O'Marrow of Grand Meadow, Minn., has gone to Sargeant to run the Pierce-Stevenson Elevator Co.'s plant.

Dick Christian of Brown's Valley has been given the management of the Dwight M. Baldwin Elevator at Barry, Minn.

P. N. Madison has succeeded W. G. McNary as grain buyer at the Montevideo Roller Mills Elevator in Clinton, Minn.

Alfred Hanson has resigned as auditor of the M. I. Elevator Co. at Ogden, Iowa, and will engage in business for himself.

H. P. Borge of Underwood, Minn., is now at Duluth, occupying his newly made seat upon the State Board of Appeals.

Charles Burge, lately with the Osbourne-McMillan Co. of Anamoose, N. D., is now in charge of an elevator at Drake, N. D.

William Kagel has left his position at Hutchinson to take the buyer's office for the Exchange Grain Co. at Buffalo Lake.

Burt O'Neill of Sherburn, Minn., has accepted a position as manager for the Stockdahl & Dietz Elevator at Garrison, Iowa.

C. K. Haugland has been appointed agent for the Northland Elevator at Adams, N. D., to succeed T. Midbo, who resigned.

G. J. McNary has opened up the Northwestern Elevator at Graceville, Minn., and did not take the position at Rugby, N. D.

George Hokanson has resigned as manager of the Monarch Elevator at Milan, Minn., and has returned to his home in Hector.

Ed Stowe of Crookston, Minn., will take charge of an elevator at McIntosh, Minn., for the Minneapolis & Northern Elevator Co.

B. L. Wilcoxon, city auditor for the Strohbehn Elevator Co., has left Avon, S. D., to take a position with a firm at Ireton, Iowa.

G. A. Hales will have charge of the Farmers' Grain and Elevator Co.'s plant at Flandreau, S. D. He has disposed of his own business.

Ole A. Osdal, for several years with M. T. Gunderson at Kenyon, has taken the management of the Milwaukee Elevator at that place.

J. Morrison has succeeded R. Lowe as agent at the Van Dusen Elevator, Miller, S. D. The latter is in charge of a plant at Ree Heights.

A. J. Kaufman has resigned his position at New Richland, Minn., to take a position with the Northwestern Elevator Co. at Blue Earth, Minn.

George L. Mork resigned as manager for the E. R. Dibble Grain Co. at Ackley, Iowa, and is succeeded by a Mr. Hartgraves of Hansell, Iowa.

H. C. Weist has severed his connection as buyer at the Eagle Roller Mill Co.'s Elevator in Lebanon, S. D., to accept a similar position at Mercer, N. D.

C. G. Shortridge has resigned as manager of the Farmers' Elevator at Kathryn, N. D., to operate an elevator of his own in the northern part of the state.

M. Schaefer has severed his connection with the Gilchrist Elevator at Adams, Minn., which was sold to the Hunting Elevator Co., and has retired after thirty-three years of association with the Gil-

christ business at Adams. He leaves now only because his health demands it.

T. H. Midbo will manage the Adams Independent Elevator at Adams, N. D., which H. E. Braum recently bought from the Dougherty, McEwan & West Co.

H. W. Glade, of McCluskey, N. D., has taken charge of the Powers Elevator at Dickey, N. D., where he succeeded Paul Schmaker and Joseph Prochaska.

J. H. Edwards, of the Minnesota State Grain Department, has been transferred from Duluth to New Ulm, where a new inspector's office has been established.

John L. Dexter, a well-known hay dealer of Detroit, Mich., and formerly president of the National Hay Dealers' Association, has returned from a trip abroad.

A. R. Jones of Rochester, Minn., has gone to Hazel, Minn., where he has charge of the elevator for the Hanson & Barten Milling Co. of Thief River Falls.

J. G. Martin of Manitowoc, Wis., has resigned the vice-presidency of the Northern Grain Co. of that place to become president. He succeeds P. W. Mosher of Iola.

M. Shafer of Adams, Minn., has resigned the management of the Gilkert Elevator after 33 years of continued service. The elevator has been sold to the Hunting Co.

Jefferson Howser of Atlanta, Ill., for some years a grain dealer in the firm of Dills & Howser at Waynesville, celebrated the 94th anniversary of his birth on August 9.

H. H. Carson has succeeded J. H. Neel as agent for the Western Grain Co. at Kamrar, Iowa. Mr. Neel is now interested with his father and brother in the former Pearce Elevator.

John Garding has resigned as manager of the Cargill Elevator at Long Prairie, Minn., to accept a similar position at Struble, Iowa. His brother, Leonard Garding, has succeeded him.

E. J. Scovel, for the past four years manager of the farmers' elevator at Saunemin, Ill., has taken employment with the Armour Grain Co. of Chicago. He has been succeeded by A. Cording.

Phil Randall of Canova, S. D., was recently presented by his father with an interest in the five Randall-Countryman Elevators in and around Winnebago City, Minn., where he now is located.

Carl Quarnberg of Chamberlain, S. D., will buy grain for the Derr Elevator Co. of Mitchell, in its new elevator at Reliance, S. D., and will at the same time prove up a claim he has staked out.

W. R. McGrann has severed his connection with the Andrews & Gage Elevator at Richdale, Minn., to become agent for the same firm at Wyndmere, N. D. He has been succeeded by Oscar Hempel.

J. V. Fleming of Shellsburg, Wis., has succeeded M. T. Kelley as manager for the Skewis Grain Co. at Storm Lake, Iowa. The latter resigned, after five years of service, to go to Minneapolis.

Frank Lambertson has been transferred by the Scroggs Elevator Co. from Adrian, Minn., to Ireton, Iowa. He has been succeeded by Bert Grapes, formerly manager for Schaefer Bros. at Tripp, S. D.

Michael Albert has resigned as manager of the B. B. Anderson Elevator at Estherville, Iowa, and has formed a partnership with his former employer for the purchase of an elevator at Montgomery, Iowa, which he will manage.

Charles H. Beck, hay inspector for the Baltimore Chamber of Commerce, has recently received a bronze medal suitably inscribed by the Navy Department at Washington, commemorative of his services on the cruiser "Dixie" during the Spanish-American War.

Samples of new corn were seen on 'Change, Toledo, on September 4. The grain was from Mellott, Ind., and shows the crop in that locality is all that can be desired as to quality.

Why are the farmers holding their oats? They are holding back their oats for higher prices, as they have only one-third of a crop, and the country must realize that their financial condition today is such that the farmer is not forced to market his grain when thrashed. He looks about him and sees that his most successful neighbors were those who could store their grain until they obtained something like the price desired. He is forced to pay higher prices for all kinds of material, help, and otherwise is forced to realize that he must obtain better prices for his grain to overcome this condition. The commercial world has been reaping the harvest of prosperous times in the past few years, while the farmer is just beginning to feel its effect, but he is now coming in on the home stretch slow but sure.—Harry W. Kress.

SEEDS

A new elevator is being built for the Winona Elevator Co. at Winona, Minn.

The first car of new timothy seed to arrive in Chicago was received on August 24, nearly three weeks later than for the average year.

Recently the Gurney Seed Co. of Yankton, S. D., acquired the old state fair grounds, for \$4,000. Storage houses are to be erected and an experimental station established.

The Sioux City Seed & Nursery Co. of Sioux City, Iowa, will install a 1,000-bushel Richardson Elevator Scale and a 3-bushel Richardson Automatic Bagging Scale for seed.

Articles of incorporation have been granted the Woodland Seed and Floral Co. of Seattle, Wash. It is capitalized at \$12,000, by Alfred Peterson, E. Marriott, J. Anthon and A. L. Abing.

Advices from Emporia, Kan., say that Lyon and Chase counties will supply a large share of the alfalfa seed which will be sown in that state this year. During August it was valued at \$8 per bushel.

T. H. Mason, government inspector of seeds for Ontario, Can., recently prosecuted a seed firm at Mitchell, Ont., for selling clover seed that contained too large a quantity of rib-grass. The firm was fined \$100.

The Funks Bros. Seed Co. of Bloomington, Ill., have transferred their offices and warehouse into the Apex plant, which affords better shipping facilities, the firm now having switch connections with three railroads.

C. H. Thornton, editor of the Duluth Commercial Record, scorns the idea of wilt having caused much damage in the Dakota flax. He bases his opinion on a personal investigation in Nelson County. The indications are that there will be very little Prime this year.

Contracts were recently awarded by the Sioux City (Iowa) Seed and Nursery Co. for the erection of an elevator and a reinforced concrete warehouse. The elevator will be 42x42 feet and 175 feet in height. The warehouse will be 42x60 feet and three stories high. Work has already commenced.

Articles of incorporation have been filed by the Carpenter Seed Co. of Provo, Utah, which is capitalized at \$20,000. The officers and directors are: President, G. J. Carpenter; vice-president, Wealthy Graham; secretary and treasurer, Addie Carpenter, with Maud Hopson and Albert Hopson as directors.

Owing to the lateness of the second crop of clover in Ohio, experts advise that it be saved for seed and not for hay. This, because the first clover crops in other states were good and as a result are being used for hay. For this reason the price of clover seed is and will be abnormally high, it is stated.

Stockholders in the Springfield Seed Co. of Springfield, Mo., have received notice that the capitalization is to be increased to \$100,000. The increase has been necessitated by the increased volume of business. A large elevator and warehouse is to be erected and equipped with modern machinery, and other improvements are to be made.

The Daily Commercial Record of Duluth, which last year estimated the flax area to be 2,590,698 acres, but which proved to be 2,987,000 acres, thus establishing an enviable reputation among the guessers, has figured out the dope for 1907. Accordingly there should be 3,420,750 acres of flax under cultivation, or an increase of 14.5 per cent. The condition has been equally as good as last year.

F. C. Graves was arrested at Des Moines, Iowa, on August 14, by the federal authorities, who charge him with having worked thousands of people all over the United States by the sale of bogus seeds through the mails. Graves is alleged to have purchased thousand of dollars' worth of seeds from a big nursery in the East and then sold them as Iowa seeds to buyers all over the country. It is claimed he failed to pay for the seeds he got, and that he got out a bogus catalogue and failed to send seeds in return for money sent through the mails.

The bid yesterday of \$9.25 for August Alsike found no one willing to sell. The receipts so far this year (and they have been practically nothing as compared to a year ago) show a very low quality. A few samples received from the country graded Rejected but the bulk of it was n. e. g., with prices ranging from \$4.00 to \$6.75. The trade here claim they have no orders as yet and therefore are timid in making bids because they don't

know just where they are at. Shippers should be very careful not to base prices on the Prime in Toledo because there is going to be very little of that grade and the off grades are liable to sell at a very big discount. To make yourself safe send in a sample and we can give you the grade and value.—Zahn & Co., August 24.

In a recent circular C. A. King & Co. of Toledo, Ohio, said regarding clover: "Conditions are about unchanged. October shortage is smaller than year ago, but local bull is the principal long. He is stubborn and playing upon velvet. Bulls talk crop failure and famine prices. They say crop will be smaller than year ago; that Chilean seed is late, and will be much smaller crop than for several years, and unable to help out the October shorts, who must depend upon our domestic new crop. More distant futures will depend partly upon how European crops progress. They are later than ours. Alsike seems to be very short and prices are dollar up this week. In buying, be careful. Demand is speculative and not for low grades, which will sell at a wider difference than usual."

According to Bradstreet's the world's crop of flaxseed in the three years 1903-05, inclusive, averaged a little more than 107,000,000 bushels. In 1903 the crop was 110,445,000 bushels, in 1904 it was 112,774,000 bushels, and in 1905 it was 100,607,000 bushels. Argentina leads the world with a production of 30,076,000 bushels in 1903, 36,912,000 bushels in 1904, and 29,133,000 bushels in 1905. The United States is second, its crop being 27,301,000 bushels in 1903, 23,401,000 bushels in 1904, and 28,478,000 bushels in 1905. British India occupies third rank for the period, with an annual average of about 19,000,000 bushels for the three years, but in 1905, owing to India's short crop, which amounted to only 13,896,000 bushels, Russia was actually entitled to third place, with an output of 17,000,000 bushels, and an annual average for the three years of about 17,500,000 bushels.

NEW CANADIAN ROUTE.

The Trent Valley waterway, now practically complete by the formal opening of the Kirkfield hydraulic lift-lock, will carry wheat from Port William, Lake Superior, to Montreal for three cents a bushel, and reduce the through rate from the West to the ocean steamers, says an Ottawa telegram to the New York Press. The western terminus of the new system is Georgian Bay, and the waterway is in reality a channel through lakes and rivers by way of Peterborough into Lake Ontario. The whole distance from Georgian Bay to Lake Ontario by this route is 203 miles, or, counting the return trip, 500 miles shorter to Liverpool than the Welland Canal route and 1,50 miles shorter than the Erie Canal route.

Grain was carried from Port William to Midland, Ont., at one cent a bushel in 1903. At Midland it will now be transhipped into 800-ton canal barges and taken through the two lift-locks to Montreal for two cents a bushel. The barges make the trip from Midland to Montreal by this route in six and a half days, equivalent to two round trips a month. One steam barge towing four consort, two abreast, can handle the equivalent of 120 loaded railway cars. Barges can carry the grain at a good margin of profit at one cent and a quarter a bushel, with a good margin of profit even if they make the return trip empty. This Trent waterway is the same route that the red men used before white men were seen in North America in making their way between the St. Lawrence and the upper lakes. Nearly three centuries ago, in 1615, Champlain, in his great exploring tour to the upper country, ascended by the Ottawa River, Lake Nipissing and the French River, now also a contemplated route for inland navigation—the Ottawa and Georgian Bay Ship Canal—returning by Lake Simcoe, the Kewartha lakes, the Otonabec and Trent rivers and the Bay of Quinte, the Trent waterway now opened for navigation. With the completion of this Kirkfield lift-lock Canada has expended in all for her internal waterways within a fraction of \$115,000,000.

LAST CROP YEAR AT MINNEAPOLIS.

The following table gives the total grain receipts in bushels at Minneapolis for the last two crop years ending August 31, 1906, and 1907:

	1906.	1905.
Wheat	92,643,730	97,552,750
Corn	5,297,930	3,757,570
Oats	20,374,750	27,869,950
Barley	11,690,010	14,274,020
Rye	1,911,730	1,689,380
Flax	10,162,240	12,231,670
Total	142,080,390	157,366,340

TRANSPORTATION

The Canadian Pacific Railway will extend its lines north from Lethbridge, Alta., into the heart of the wheat belt the Grand Trunk and Great Northern roads are preparing to cross.

An order of the Nebraska Railroad Commission commands the Great Northern to cease its discrimination against Omaha in favor of Minneapolis by refusing cars for loading grain destined for the Omaha market.

The Hepburn rate law was one year old on August 28. During that time 363 formal claims were filed and 91 decisions were rendered. Of the complaints 47 were sustained and 42 dismissed, while two rehearings were granted.

The first division of Canada's new transcontinental railway, the Grand Trunk Pacific, has been completed and it is announced that the entire Winnipeg-Saskatoon section will be completed in time to help haul the 1907 crop of grain.

General Manager O'Brien of the Harriman lines has arranged to move a large number of foreign cars from California into the western grain country and has urged all departments of the railroad to do their utmost in keeping the freight cars moving during the grain season.

Three complaints were recently filed with the Interstate Commerce Commission, by the Missouri and Kansas Shippers' Association, against the terminal or switching charges between Kansas City, Mo., and Kansas City, Kan., on grain, hay, etc., in carload lots. Two of the complaints are against the Missouri Pacific, while a third makes every railroad entering Kansas City, Mo., defendants with the Kansas Belt Line.

Beginning about September 21, the marked capacity of grain cars will be the minimum weight, which is now 10 per cent less, on the Rock Island system. The only exception will be ear and snap corn on which the minimum will be the actual weight when loaded to the full carrying capacity of the car, with the final minimum of 24,000 pounds, and on oats and barley, on which the minimum is fixed at 10 per cent less than the marked capacity of the car.

A temporary injunction was issued by Judge Thomas C. Munger of the Federal court at Lincoln, Neb., on September 10, restraining members of the State Railroad Commission from putting into effect rates for the transportation of corn, wheat and flaxseed, which they have been considering, or any order reducing the rates for transportation by the roads which earlier in the day had made application to the court for the order. The order is made returnable September 23, at which time the cases will be tried in Omaha before both federal judges.

At a joint conference held on September 6 at St. Louis, subcommittees of the local freight agents' association of the railroads and the grain receivers of St. Louis came to an understanding whereby the railroads acting individually, and not jointly, will accept individual bonds from the grain receivers. The railroads represented at the conference were the following inbound grain carriers: Missouri Pacific, Frisco, Burlington, Chicago and Alton and the Wabash. The arrangement will simplify and facilitate the handling of grain and the adjustment of the accounts, expense bills, etc.

The St. Louis Merchants' Exchange has complained to the Interstate Commerce Commission against the M., K. & T. and the Frisco System because of the rates on grain from points in Kansas to St. Louis. It is alleged St. Louis is discriminated against in favor of Kansas City, owing to the elevator allowance made at Kansas City which goes directly or indirectly to the grain dealer in payment of operating expenses. Another complaint is against the Missouri Pacific (Iron Mountain) in which discrimination in rates on grain and grain products is alleged to exist from St. Louis to Little Rock and other points in Arkansas in favor of Kansas City, St. Joseph and Omaha.

MINIMUM WEIGHTS ON OATS.

In view of the light weight of oats from some sections of the country this year, inquiries have been made by the trade as to the attitude of the railroads with regard to minimum weights on this commodity. For the information of the trade, the Board of Trade Transportation Department gives the following rules of the various western roads and reference to the tariffs in which these rules can be found. It will be observed that liberal provision is made in case oats are not of such density as to weigh up to prescribed minimums for various size or capacity cars. Where country shippers

take advantage of the provision carried in tariffs, as set forth below, that actual weight will apply where cars are loaded to full visible or bulk capacity, they should be careful to see that agents make notation on way bills, "Loaded to full visible capacity;" otherwise, the regular minimum weights will be applied here.

Atchison, Topeka and Santa Fe Railway Circular No. 2004-D, of January 9, 1907—Actual weight on oats in cars 30 feet and under; 40,000 lbs. when in cars over 30 feet. This tariff carries the minimum weight basis for the following tariffs: No. 7100-A, of December 1, 1905, applying from stations in Illinois; No. 6420-B, of June 1, 1905, applying from stations in Iowa and Missouri; 6249-C, of January 1, 1906, applying from the Missouri River on shipments originating beyond. Their Tariff No. 5588-I, applying from west of Missouri River stations, of May 2, 1907, also provides the same basis of minimum weights. Circular No. 2004-D also applies to their Tariff No. 8653, of June 21, 1907, applying from Illinois points to Chicago via lake beyond.

Chicago and Alton Railroad G. F. D. No. 18817, of December 17, 1906—Minimum weight of 6,000 lbs. less than stenciled capacity of car, except that actual weight will apply when cars are loaded to "Oat line" marked in car, but in no case less than 30,000 lbs. This tariff carries the minimum weight basis for the following tariffs: G. F. D. No. 18631 Cor., of October 22, 1906, applying from stations in Illinois; G. F. D. No. 17863, of July 14, 1906, applying from stations in Missouri; G. F. D. No. 239-B, of July 1, 1907, applying from Kansas City on shipments originating beyond, and G. F. D. No. 836-B, of July 6, 1907, applying from Illinois stations when destined to eastern points via Chicago and lake.

Chicago and Eastern Illinois Railroad advises us they will provide minimum weight basis of 10 per cent less than marked capacity of car, except that when cars are loaded to full visible or bulk capacity actual weight will govern, but in no case less than 30,000 lbs. This basis will probably be published in their Tariff No. 622.

Chicago and Northwestern Railway, G. F. D. No. 8300-A, of January 2, 1907, applying from Illinois and Wisconsin points; G. F. D. No. 5980-G, of November 2, 1906, applying from Iowa and Missouri River points; G. F. D. No. 6384-C, of November 1, 1906, applying from points in Minnesota and North and South Dakota; G. F. D. No. 6749-B, of July 2, 1906, applying from west of Missouri River points; and G. F. D. No. 7950-A, of September 1, 1906. Rules and Regulations—Various minimum weights on oats running from 24,000 to 48,000 lbs. according to capacity of car, except that actual weight will apply where cars are loaded to full visible or bulk capacity, but in no case less than 24,000 lbs.

Chicago, Burlington and Quincy Railroad Supplement No. 51 to G. F. O. No. 3333, of July 10, 1907—Various minimum weights running from 30,000 to 50,000 lbs., according to length of car, except that actual weight will apply where cars are loaded to their full visible capacity. This tariff carries minimum weight basis for their G. F. O. No. 3308, of January 1, 1906, applying from stations in Iowa and Missouri. The same basis of minimum weights is provided in their G. F. O. No. 1346-A, of June 1, 1907, applying from stations in Illinois; and G. F. O. No. 1800-A, of August 14, 1907, applying from the Missouri River and west thereof. Their G. F. O. No. 1052-A, of April 8, 1907, applying from Illinois stations to Chicago when destined east thereof via lake, provides minimum weights on oats ranging from 30,000 to 50,000 lbs. according to length of car.

Chicago Great Western Railway are subject to Western Trunk Line Rules Circular No. 6, of April 1, 1905 (except as noted below), providing minimum weight of 30,000 lbs., limited to marked capacity of car, with the exception, carried in their G. F. D. No. 13479, of April 3, 1907. Rules, etc., that actual weight will apply when cars are loaded to their full visible or bulk capacity, but in no case less than 24,000 lbs. Their G. F. D. No. 13674, of August 7, 1907, applying from Illinois stations to Chicago via lake beyond, provides that minimum weights will be as per official classification.

Chicago, Milwaukee and St. Paul Railway G. F. D. No. 2463-D, of January 21, 1907, applying from stations in Iowa, Missouri, North and South Dakota and Missouri River, and G. F. D. No. 2700-A, of January 1, 1907, which carries the minimum weight basis for G. F. D. No. 2063-B, of December 19, 1906, applying from stations in Illinois, Wisconsin and Michigan—various minimum weights, running from 24,000 to 65,000 lbs., according to capacity of car, except that actual weight will apply where cars are loaded to their full visible or bulk capacity, but in no case less than 24,000 lbs.

Chicago, Rock Island and Pacific Railway advise us they will provide minimum weight basis of 10 per cent less than marked capacity of car, except that where cars are loaded to full visible or bulk

capacity actual weight will govern, but in no case less than 30,000 lbs. Their various tariffs will be amended accordingly.

Illinois Central Railroad Supplement No. 6 to Tariff G-2108, of August 21, 1907, applying from points in Iowa, Minnesota and South Dakota; and Supplement No. 9 to Tariff A-4800, of August 21, 1907, which carries the minimum weight basis for their Tariff No. A-4572, of September 25, 1900, applying from stations in Illinois, Indiana and Wisconsin, provide various minimum weights, running from 26,000 to 50,000 lbs., according to capacity of car, except that actual weight will apply where cars are loaded to full visible or bulk capacity. Their Tariff No. F-10265, of January 1, 1906, applying from Council Bluffs, Omaha and South Omaha on shipments originating beyond, provides minimum weight of 30,000 lbs. Their Tariff No. 9-A, of June 13, 1907, applying from stations in Illinois to Chicago via lake beyond, provides various minimum weights ranging from 35,000 to 50,000 lbs., according to capacity of car.

Wabash Railroad Tariff No. 35300-FD, of March 14, 1907, which carries the minimum weight basis for their Tariff No. 267, of July 12, 1906 (superseded by Tariff No. 5327, of September 15, 1907), applying from stations in Iowa and Missouri, and Tariff No. 2850, of April 15, 1906, applying from Illinois stations, provides minimum weights ranging from 30,000 to 50,000 lbs., according to length of car, except that if inspection shows cars to be loaded to full visible loading capacity actual weight may be applied, but in no case less than 30,000 lbs. This basis is also provided in their Tariff No. 5003, of July 15, 1907, applying from Missouri River points when originating beyond.

BILL OF LADING CONFERENCE.

An important conference was held in New York during the last week in August which was attended by prominent representatives of a number of trade organizations and bankers, for the purpose of considering the new uniform bill of lading which has been tentatively approved by the Interstate Commerce Commission, and upon which a final hearing will be had before that body on October 15, preparatory to its being put into effect on the 1st of January next.

Those present were: Edward D. Page, of Faulkner, Page & Co., chairman of the Committee on Commercial Law, of the Merchants' Association of New York; Geo. W. Neville and Samuel Hubbard, members of the New York Cotton Exchange; J. J. Toomey, member of the New York Produce Exchange; C. J. Austin, president of the National Hay and Grain Association; W. A. Higgins, of the Dried Fruit Association; Harry Dowie, president of the Poultry Dealers' Association; Lewis E. Pierson, chairman of the Committee on Bills of Lading, of the American Bankers' Association; Charles W. Riecks, chairman of the Committee on Bills of Lading of the New York State Bankers' Association, and Thomas B. Paton, counsel for the Committee of the American Bankers' Association.

This conference represented, says the Commercial Bulletin, the interests which have been overlooked in the framing of the provisions of the proposed new uniform bill of lading; that is, the merchants who are daily paying shippers' drafts and relying upon the bills of lading attached for protection pending the receipt of the goods. It has resulted in a determination to forcibly present to the Interstate Commerce Commission the necessity for this phase to be covered, and committees will be appointed to immediately take the matter up to that end.

As the entire cotton, grain and hay crops are financed by commission men, merchants and brokers in this manner, as well as mostly all of the dried fruits, canned goods, butter, eggs and poultry throughout the country, the importance of these interests in the situation is obvious, and as in the past few years a large number of losses have been incurred by merchants paying such drafts through the issue of false and forged bills, as well as through the raising of an original small number of packages indicated on valid bills to much larger numbers of packages, and by court rulings on banks' liability as handlers of shippers' drafts for quality and quantity of shipments, the merchants and bankers are realizing that great chances are being taken in paying the drafts even of reputable concerns, or even of their own branches.

As there naturally is no means possible to verify each and every receipt of goods upon each and every bill of lading, every banker and merchant has hitherto relied upon the railroad standing back of its regularly signed bill, and to learn that this is not so has come as a shock to the trades interested, and unless the form of the bill is corrected the new bill threatens to interfere with the present methods of handling those crops.

Two years ago the American Bankers' Association

appointed a committee to confer with the uniform Bill of Lading Joint Committee and endeavor to fully cover the interests of all interested in the security of the order bill of lading, but this Bankers' Committee has never been permitted to hold such a conference with the Joint Committee, although they have made repeated attempts to do so, and have in many ways shown the desirability of straightening out this situation.

This committee of bankers has, however, indicated its plan for a fair way to correct the present evils in this situation and in a manner not imposing undue hardships upon the carriers; and while believing the safest plan possible would, in the cases of bills of lading used for advances from merchants or bankers, be by their issue and redemption by number as in the cases of railroad tickets, have waived this feature and simply propose a fair wording of the document, suggesting a separate form when an order bill of lading is issued and national legislation to make the same fairly negotiable, protect the holder against fraudulent issues, and clearly define his rights.

[From the Financial Age.]

BILL OF LADING LEGISLATION.

BY L. E. PIERSON.

President New York National Exchange Bank.

The relation of commercial life to order bills of lading and the situation surrounding these instruments of commerce is to-day similar to the condition existing upon promissory notes at the close of the 17th and the beginning of the 18th century. Then, as now, the growth of civilization was steadily benefiting trade conditions, and creating a demand for improved facilities to replace crude methods and customs of barbaric days.

Out of this demand came the promissory note, about the year 1670, trade necessities not having been entirely met by foreign and inland bills of exchange, the only instruments of commerce then fully negotiable.

Promissory notes at that time were made payable to bearer and to order, and issued by bankers for cash deposits, as well as by traders in ordinary transactions; their transfer by delivery or indorsement was frequent, and through custom they were accorded the same negotiable qualities as bills of exchange.

A conflict of decision arose, however, whenever litigation ensued, and the controversy was in 1702 brought to a crisis by two decisions pronouncing against the negotiability of promissory notes, and declaring the attempt to make them negotiable an encroachment upon the common law, invented by merchants and bankers.

This invention, however, was one of which necessity made the mother, and in spite of the old school lawyers, Parliament in 1704 passed the law of Anne, which enacted that promissory notes "shall be assignable or indorsable over in the same manner as inland bills of exchange or may be according to the custom of merchants."

In the development of our country the railroads have taken a leading part, and attracted by tales of the wonderful opportunities opened by the courageous railroad builders, settlers soon coaxed from the virgin soil bounteous harvests, which converted into freight enriched alike producer and railroad.

Following the growth of each settlement came the bank, and with continued growth shipping became specialized, with shippers paying cash for the local crops, a condition benefiting both farmer and railroad, and largely possible through the use of money borrowed from the bank of the shipper, with the order bill of lading as a factor of great and increasing importance.

This became so, as clause 9 on the back of bills of lading purports to hold the goods represented undelivered pending surrender of the document, a condition supposed to apply when the word "order" is written before or after the name of the consignee, thus changing the document from what is called a "straight" to an "order" bill of lading, which is the only form making any pretension of holding the goods for the surrender of the bill.

When the shipper received his limit of unsecured credit and was unable to handle further shipments, it became customary for the bank to cash the shipper's draft on his purchaser, requiring an order bill of lading to be attached to the draft, in the belief that clause 9 conveyed title and possession of the goods, should payment of the draft fail and it be necessary to sell the goods to liquidate the loan.

From small beginnings this method of financing shipping operations has grown to immense proportions, and to-day easily equals one-half the entire value of farm products of the whole country, one metropolitan institution alone reporting that bills of lading attached to drafts collected last year represented over one hundred various products.

Practically every state in the Union has benefited through this method of finance, which facilitates to market shipments of potatoes from Maine, to Michigan, cotton of every southern state, dried fruits from California, rice from Texas and Louisiana, the immense crops of every kind of grain from every agricultural state, and the vast lumber shipments from the Northwest. Hay, cabbages and onions from the middle and eastern states, and butter, cheese and eggs from the many dairy sections; beans, and canned goods of every description, with other products too numerous to mention, are all going to market smoothly, easily and with confidence, until a cog slips and litigation ensues, with the bank almost invariably incurring a loss.

No one can ever learn the extent of these heavy losses of bankers as a result of their misplaced confidence in clause 9 of the order bill of lading. These losses are jealously guarded, and yet hundreds were reported in confidence to the Bill of Lading Committee a year ago, and in three days at the St. Louis convention I personally learned of additional losses aggregating over \$1,000,000, one of which, met by a single institution, was to the extent of \$320,000.

Bills of lading are not negotiable at common law, nor have they been so made by conflicting state statutes designed to confer negotiability upon them, a situation prohibiting the free assignability of the rights of the original parties to the goods represented by the bill of lading, even though so attempted by clause 9.

The positions of various state courts upon many points of liability also conflict, and neither the statute nor common law as interpreted by different state courts offers to the holders of bills of lading, taken as security for advances, the safeguard or protection to which they are justly entitled.

Further than this, an element of extreme danger has been created by the highest courts in three states deciding that in cashing and collecting drafts to which bills of lading have been attached, banks were responsible for the quantity and quality of the shipment represented.

In view of this chaotic condition, the Commissioners on Uniform State Laws, the authors of the Negotiable Instruments Act, have been drafting for state adoption an act to make uniform the law of bills of lading in the several states, which contains provisions similar to the amendments to the rate bill now before Congress.

These amendments do not touch upon the points in the contract between the shipper and the carrier, which are still being considered by a joint committee of those interests, appointed over two years ago, which points, however they may be adjusted, will not affect the questions growing out of the assignability of the document.

The custom as to notes crystallized into law made them completely negotiable, their payment being based upon money, but we realize this full measure of negotiability cannot be obtained for order bills of lading based upon merchandise of varying value.

The congressional legislation proposed by the committee of the American Bankers' Association, therefore, seeks only to secure assignability giving no greater rights than those possessed by the first holder, but clearly defining these rights as well as the obligations of the carrier; and to overcome the unfair decisions holding banks liable for quantity and quality of shipments, without imposing such liability upon the carrier.

Now, where and why should there be offered opposition to so desirable a measure, the worthiness of which is not only indorsed by shippers and bankers, but by many railroad men?

First—its adoption will mean greater care in the issue and redemption of order bills of lading, and will necessarily involve increased clerical expense for the carrier.

Second—Dishonest agents authorized to issue bills may through collusion bring loss to their employers, the railroads, who under the legislation proposed will be held liable for the acts of their authorized agents in the same manner as now are individuals and other corporations.

Neither one of these objections appears serious. These instruments of value should be issued and redeemed with greater care; and other employers protect themselves from loss on liability for acts of authorized agents through wise selection and fidelity bonds.

Uniform legislation on bills of lading has been the dream of shippers, bankers, and, yes, railroad men for years. No other instrument of value in commercial life is so loosely drawn and recklessly issued at point of departure, or so carelessly canceled at destination, and its very existence in its present form and under present conditions is fraught with danger to every banker advancing money on its supposed security.

There is an absolute necessity for this condition to be speedily corrected, necessary for the banker, whose first consideration is the security of his money; necessary for the shipper, who without

the loans now obtained on bills of lading must seriously curtail his operations, and necessary for the railroad, which in such a condition is bound to lose valuable freights now created by the shipper through the use of the bank's money.

The order bill of lading has come to stay; it is an instrument of commerce which has initiated a simple and unique method of financing every crop of importance in the agricultural states of the Union, and is as important and as valuable to our domestic commerce as the telegraph or telephone.

Bankers are trustees of the money of the people, and as such trustees it is not only their duty to seek safe means to profitably employ such money, but through its use, as far as possible, benefit every worthy local industry in its proper season.

In fulfilling this duty the custom of loaning on bills of lading originated, and experience has proven its value in every part of the country, but recent decisions have brought forcibly to bankers the danger to themselves of continuing such loans.

As public-spirited men, bankers are loath to discontinue this custom, as such refusal would provoke a situation similar to that in the panic of 1857, when produce of all kinds rotted while awaiting funds to carry them to market, a condition which depleted railroad earnings, and greatly added to the sufferings of that time.

Therefore, the appeal is made to Congress to pass the legislation proposed, which has been carefully drafted and will make safe a continuance of the present simple and effective means of financing our great crops.

The promissory note two centuries ago initiated a method of finance which after proper legislative regulation is to-day of incalculable value. Why, therefore, should not Congress make legitimate this order bill of lading, to-day a child of commerce, which in its manhood will bring to every producer and shipper greater facilities to market their products and corresponding freight benefits to every railroad?

In place of the derelict now in use, give life to a uniform and assignable document, with the rights of all parties clearly defined, and every shipper, every banker and every railroad man will sing hymns of joy.

Now, gentlemen, in a short space of time five committee men cannot successfully impress the importance of this measure upon every member of Congress. Your representatives in that body are influential and you have their confidence. And in closing I suggest that each and every banker here present urge upon his senators and congressmen, in person and by letter, the absolute necessity for this legislation.

FOREIGN BUYERS' COMPLAINTS.

On September 11, Secretary J. F. Courcier received from Mr. Patterson, chairman of the International Committee on American Grain Certificates, London, the letter below. Not being empowered to arrange to send a committee to Europe, he cabled Mr. Patterson an invitation to attend the Cincinnati convention, on October 2 and 3, hoping by that means to pave the way for future joint efforts, looking to a friendly solution of the problems involved. Mr. Patterson's letter follows:

Referring to your letter received early in July, in which you informed me that you had forwarded to all the interested parties, my communication, re our suggestions for improvement of conditions of certificates, etc., and requesting you to send delegates here in September; I have been waiting for further news.

As, however, I have not only nothing further from you, but hear, on the contrary, that some of the principal shipping ports are disinclined to come into line with any suggestions for improvement, asserting that they believe European buyers are not only not really in earnest, but are prepared to trade on any terms offered, I can assure you that this is quite a mistake; and I now write to ask if you will kindly cable us not later than September 15, stating definitely if you can arrange to send delegates to meet us here in October (I shall endeavor to make date suit your convenience), as, otherwise, our committee will have to take active steps to secure the reforms required, and can no longer prolong the delay which has been given solely to assist you in getting the necessary solidarity on your side. I am, sir,

Yours truly, ROBERT A. PATTERSON,
Chairman International Committee on American Grain Certificates.
London, Aug. 30.

The Minnesota Grain Inspection Department has established official inspection at New Ulm for the benefits of the mills there, which grind from 7,000 to 8,000 cars of wheat annually.

BARLEY AND MALT

It is said the barley around Northfield, Minn., is of a better quality than last year.

James Empey of Olivia, Minn., obtained 622 bushels of barley from 19 acres of land.

The American Malting Co.'s elevator at Duluth, Minn., was burned down on August 22, at a loss of \$125,000.

Barley sold at 90 cents on the Chicago market on September 7. This is the highest of the season and in recent years.

T. O. Yates, a farmer near Garfield, Wash., recently thrashed 1,600 sacks of barley from 100 acres of land near Pilot Rock. It brought him \$1 a sack.

A. M. Prime, of the Cargill Commission Co. at Duluth, announced that after August 22 he would purchase barley on the 48-pound basis instead of 50-pound basis, as in the past.

Minneapolis received the first of the new barley from Iowa, S. D., on August 12. Four cars of No. 4 feed barley arrived and sold for 63 to 65 cents per bushel. It was sold by the Van Dusen-Harrington Co.

It is announced that the Independent Malting Co. of Davenport, Iowa, will be dissolved, as it was recently sold. Ernst Zoller, the president, has declined to talk regarding the sale, and it is not known what the future holds for the concern.

Fire destroyed the J. M. H. Walter malt-drying establishment at Philadelphia, Pa., the night of August 7, entailing a loss of \$50,000, fully insured. It is supposed the flames resulted from spontaneous combustion. The plant occupied a two-story brick structure.

The Gate City Malt Co., which two years ago abandoned its old plant in South Omaha, Neb., for its new building, has found it necessary to remodel the old plant for use as an auxiliary house. It will be opened at once and will handle about 100,000 bushels of grain, while some 300,000 bushels will be received into the new building.

E. P. Bacon & Co. of Milwaukee, Wis., issued a report in August founded on the reports of 450 correspondents, in which it is evidence the 1907 crop of barley in the northwestern states will show a material decrease in production. In Wisconsin it is asserted the decrease is due to a smaller yield caused by unfavorable weather conditions during the spring months. The quality averages about medium and the lowest for several years. Nearly all is more or less discolored because of unfavorable weather before and during harvest. Average acreage. Average yield about 25 bushels. Last year 30 bushels. In the southern and western sections of Minnesota there appears a somewhat smaller production, though the quality is apparently mostly good. More or less discoloration, according to three-fourths of the reports. Average acreage shows about 1 per cent decrease. Average yield is about 25½ bushels. Iowa reports indicate a considerable decrease in production due to shrinkage in acreage and smaller yield per acre. Quality averages good. Some reports of blackends and blights. Nearly all is discolored. About 5 per cent decrease in acreage. Average yield is about 26 bushels. In South Dakota barley is of good and better quality than last year. A large percentage is discolored because of unfavorable harvest weather. About 3 per cent decrease in acreage. Average yield is about 26 bushels.

SPECIAL CORN EXPOSITION FEATURES.

In addition to the showing of corn now assured for the National Corn Exposition at the Coliseum, Chicago, October 5 to 19, there will be a number of attractions which will interest as well as amuse visitors. Prominent among these will be a corn demonstration kitchen, under the direction of Mrs. Elizabeth O. Hiller, a woman of wide experience as a teacher of domestic science; an exhibit of household articles made from corn, including corn husk mats, mattresses, table covers, dollies, portieres, picture frames made from corn stalks, and the like; an interesting exhibit from Garton Brothers, of England, illustrating their methods of plant breeding; an interesting exhibit from the Corn Products Company, showing a number of the manufactured products of corn, including corn syrups, corn rubber, foods, etc.; exhibits by a number of the leading seed corn breeders of the United States; an elaborate edu-

cational exhibit by the Illinois Agricultural College. There will be an exhibit of Texas products; an educational exhibit showing the effect of fertilizers upon certain soils devoted to corn; a fine display exhibit of popcorn and sweet corn.

The chairman of the special features committee is arranging for a rural play, corn husking contests, etc. A band will provide music afternoon and evening.

DRYING RICE.

In the early sales of rough rice in New Orleans, one of the familiar faults announced is that the rice "is not dry enough," or that "it is too wet." A familiar test is to take a handful of the rough rice and compress it in one's hand severely, and if any of it stick together, then it is said that the rice is wet. All this, of course, means simply that the rice is slightly damp and is liable to get heated in the warehouse and become what is ordinarily known as stack-burned, or sack-burned, the heating of the rice because of its damp condition resulting in this discoloration. We have often wondered why an apparatus has not been devised in Louisiana for drying rice and have never had any satisfactory answer to our inquiry. The nearest approach to one has been the suggestion that any artificial drying of rice would probably crack its thin skin, or pellicle, resulting in broken-grained rice, and what is sometimes called sun-cracked rice. In Louisiana August is ordinarily a rainy month and August inaugurates the rice harvesting season, and every rice planter endeavors to complete his rice harvest promptly, in order to avoid the great storms which sometimes come in September. With little showers that often prevail for a very short time the rice becomes more or less moistened and when thrashed is found to be a little too wet or moist for safety. In such cases it is frequently spread on tarpaulins and exposed to the rays of the sun and in that way dried. Of course, all of this could be done much more rapidly by mechanical devices and the problem to solve has been as to whether or not it could be done without injury to the rice.

Quite a large rice industry has developed in the coast lands of British Guiana and especially in Demerara, and from the Demerara Chronicle we learn that Mr. Charles T. Tronchin, an engineer in that British colony, has invented and built a machine for drying rough rice which it is believed will be an industrial success. The machine seems to be made within a case of galvanized iron. The wet rice is thrown into a hopper on the top of the machine and comes out at the bottom practically dried. In order not to subject the rice to too high a heat the inventor says it is better not to attempt to expel all the moisture at once, as the heat necessary might burn the rice, and therefore, he advises that it should go twice through the machine with the utilization of but a moderate heat. No announcement is made of the details of construction, as the patent has not yet been secured. It is stated, however, that the rice falls from the hopper into a tray and gradually is worked through a series of trays heated by a charcoal furnace. The machine in operation, which is only a model, is one capable of drying 20 to 30 bags a day, at a cost of about 4 cents per bag.

The rice crop of Louisiana could certainly be harvested very much more rapidly if the rice buyers of New Orleans had rice-drying machines of their own and could bid for moist rice at prices commensurate with its intrinsic value and not do as they now do, reject it entirely because of its moisture and because of the fact that they as millers are not provided with drying machines and drying floors. We, ourselves, have had to empty out rice onto tarpaulins on the public levee in New Orleans, in order to dry it in the sun, to get it in condition to become salable, the average rice mill at that time declining entirely to buy so-called wet rice because of its own lack of drying resources. With one-half the skill utilized in building some of the machines used in the polishing of rice and covering it with paraffin to make it glossy, rice-drying machines could be built which would be practically automatic in their operation and would cost less than 10 cents per bag for a complete drying operation, and thus make a market for all good rice, whether thoroughly dried or not. Buyers of rice would have to estimate the probable loss in weight to them the evaporation of the contained water.—Louisiana Planter.

A number of central Illinois dealers have notified farmers that they will no longer be able to store grain at any price.

THE CO-OPERATIVES

Profits reported: Farmers' Elevator Co., Thompson, N. D., \$1,930, clearing the company of debt; Milroy, Minn., \$1,200; Mt. Pulaski, Ill., "nearly \$600."

Dividends declared: Farmers' Elevator and Supply Co., Wendel, Minn., 20 per cent; Carlyle, Sask., 20 per cent; Millbank, Minn., 50 per cent; Brandon, Minn., 20 per cent; Courtenay, N. D., 10 per cent; Enderlin, N. D., 100 per cent; Bryant, 28 per cent.

C. B. Hoffman of Enterprise, Kan., has appealed to the Supreme Court from a judgment of \$1,706.24 by the District Court of Shawnee County in a suit brought against him by Farmers' Co-operative Milling & Elevator Company. He was formerly manager of the company, at a salary of \$4,000 a year. It was alleged by the company that through mismanagement and the failure to follow the wishes of the organization he lost a great deal of money for the company, and suit was brought for \$3,793.27.

The farmers near Farmington, Wash., recently organized a Farmers' Union and asked the agent of the O. R. & N. Co. to lease them the warehouses owned and controlled by the company on their road. He refused, saying the houses were already leased. The farmers then took the matter up with the Northern Pacific Company, and made satisfactory arrangements. They also purchased for \$3,750 the old Alliance warehouse on the Northern Pacific and leased another house, and claim they will ship 400,000 bushels over the G. N. and "cut out" the O. R. & N. Co. entirely.

FARMERS' ELEVATOR ASSOCIATION ORGANIZED.

The farmers' Elevator Association of Minnesota was formed on September 6 at a meeting of stockholders in farmers' elevators, in the Lumber Exchange Building, Minneapolis. The object of the association is "to secure better transportation and grading facilities for grain."

The officers elected are: President, Burr D. Alton, Ceylon; secretary-treasurer, R. Johnson, Austin; transportation committee, Eric Olson, Dunnell; terminal, E. P. Olson, Granada; grading, Albert Friberg, Burr; insurance, R. Johnson, Austin; legislative, Burr D. Alton, Ceylon.

Another meeting will be held in January and R. Johnson will have charge of the program for that gathering.

INCREASE IN GRAIN STORAGE RATES.

Warehousemen generally throughout the Inland Empire have followed the lead of Walla Walla in raising grain storage rates in spite of the vigorous and, in most cases, violent protests of the farmers. The price heretofore has been 50 cents per ton for storage and handling to January 1 and 10 cents per ton per month after that date. The new charges are 75 cents per ton to January 1 and 10 cents per ton thereafter.

The advance has led to a revival of the charges that there is a combine or "trust" among the grain buyers of the Pacific Northwest. "This may be true or it may not be true," says the West Coast Trade; "at any rate it has nothing to do with the justice or injustice of the increase in storage rates. If 50 cents has been a reasonable charge in past years, 75 cents is equally fair and reasonable under present conditions. He that gets more must expect to pay more. Prosperity is not one-sided. It is very likely that if the former charge had been 25 cents and it was now proposed to raise this to 40 cents the protests would be just as vigorous. It is just human nature."

The advanced charges will probably be general all over the wheat growing sections of the Pacific Northwest.

For the guidance of interior dealers, we mention that the minimum test weight of Standard oats is 28 pounds and for No. 3 white oats 22 pounds; but when the minimum test appears the grain must be dry, sweet, clean, and of good color to get the respective grades. As the majority of the crop is light in weight, the difficulty of raising the grade of No. 3 white (by modern appliances) to that of Standard increases, and, therefore, the difference in price is sure to rule much wider than in recent years. While the speculators may bull the Standard grade, the No. 3 whites should satisfy the commercial demand.—Pope & Eckhardt Co.

[From Secretary Welle's Report to Iowa Association.]

CONDITIONS IN TERMINAL MARKETS.

The following briefly gives general conditions as they exist in different markets, each separate condition having a number, and using the number as a reference for each market will conveniently show the comparison of markets regarding any certain condition:

BALTIMORE.

- (1) Board of Trade supervision of weights.
- (2) Board of Trade supervision of inspection.
- (3) Weighing charges against shipper 50c per car.
- (4) Inspection charges against shipper 50c per car.
- (5) Authorized car load dockage 30 to 50 pounds per car.
- (6) All grain is inspected on arrival.
- (7) No limit to time when reinspection may be demanded.
- (8) Complete record of physical condition of car.
- (9) Cars resealed by railroad after inspection.
- (10) Switching charges \$2.50 to \$4.00 per car against the shipper.
- (11) Police protection within city limits.
- (12) Ample facilities for drying grain.

CHICAGO.

- (1) Board of Trade supervision of weights.
- (2) State supervision of inspection.
- (3) Weighing charges against shipper 25c per car.
- (4) Inspection charges against shipper 35c per car.
- (5) No carload dockage.
- (6) All grain inspected on arrival.
- (7) Time of reinspection limited to 11:00 a. m. day following sale.
- (8) Complete record of physical condition of cars.
- (9) No record made of seals broken by inspectors or samplers.
- (10) Cars resealed by railroad.
- (11) No switching charges against shipper.
- (12) No reconsignment charges against shipper.
- (13) Police service under discipline of weighing department.
- (14) Ample facilities for drying grain.
- (15) Rates of commission on cash grain, wheat, rye and barley one cent per bu. Corn and oats one-half cent per bu.
- (16) Rate of commission on options 1/8 of one cent per bu.

KANSAS CITY.

- (1) Board of Trade supervision of weights.
- (2) State supervision of inspection.
- (3) Weighing charges against shipper 50c to \$2.00 per car.
- (4) Inspection charges against shipper in Kansas 40c and in Missouri 60c per car.
- (5) Authorized carload dockage of 100 pounds per car.
- (6) All grain inspected on arrival.
- (7) Time for reinspection limited to 12 o'clock day following sale.
- (8) Complete record of physical condition of car.
- (9) No switching charge against the shipper.
- (10) No reconsignment charges against the shipper.
- (11) Police service and watchmen employed by Board of Trade.
- (12) Ample facilities for drying grain.
- (13) Rate of commission on cash grain, wheat, rye and barley one cent and corn and oats 1/2c per bu.
- (14) Rate of commission on options 1/8 of one cent per bu.

MEMPHIS.

- (1) Board of Trade supervision of weights.
- (2) Board of Trade supervision of inspection.
- (3) Weighing charges against shipper 35c per car.
- (4) Inspection charges against shipper 40c per car.
- (5) Authorized carload dockage 100 pounds per car.
- (6) All grain inspected on arrival.
- (7) Reinspection not allowed except where a thorough inspection cannot be made on track, or in case of plugged cars.
- (8) Complete record of physical conditions of cars.
- (9) No record of seals broken by inspector.
- (10) Cars resealed by inspector.
- (11) No switching charges against shipper.
- (12) No reconsignment charges against shipper.
- (13) Private watchman employed by railroads.
- (14) No facilities for drying grain.
- (15) (Not a sample market.)

MILWAUKEE.

- (1) Board of Trade supervision of weights.
- (2) Board of Trade supervision of inspection.
- (3) Weighing charges against shipper 35c per car.
- (4) Inspection charges against shipper 25c per car.
- (5) No carload dockage.
- (6) All grain inspected on arrival.
- (7) No limit to time allowed for reinspection.
- (8) Complete record of physical condition of cars.
- (9) No record of seals broken by inspector.
- (10) Cars resealed by railroad after inspection.
- (11) No switching charges against the shipper.
- (12) No reconsignment charges against the shipper.
- (13) Police protection and watchmen employed by railroads and Chamber of Commerce.
- (14) There are private facilities for drying grain.
- (15) Rates of commission on cash grain, wheat, rye and barley one cent, corn and oats one-half cent per bu.
- (16) Rate of commission on options 1/8 of one cent per bu.

MINNEAPOLIS.

- (1) State supervision of weights.
- (2) State supervision of inspection.
- (3) Weighing charge against shipper 30c per car.

- (4) Inspection charge against shipper 20c per car.
- (5) State Railroad & Warehouse Commission authorize a carload dockage of 30 pounds per car.
- (6) All grain inspected on arrival.
- (7) No limit to time allowed for reinspection on sales "delivered."
- (8) Complete record of physical condition of cars.
- (9) Complete record of seals broken by inspectors and samplers.
- (10) Cars resealed by inspector.
- (11) A uniform switching charge of \$1.50 per car against shipper.
- (12) No reconsignment charges against shipper.
- (13) Police service in railroad yards.
- (14) Ample facilities for drying grain.
- (15) Rates of commission on cash grain, wheat, rye and barley one cent, corn and oats one-half cent per bu.
- (16) Rates of commission on options 1/8 of one cent per bu.

NEW ORLEANS.

- (1) Board of Trade weights.
- (2) Board of Trade inspection.
- (3) No charge for weighing.
- (4) Inspection charges 50c per car.
- (5) Authorized dockage 2 pounds for each one thousand pounds. (Its abolishment being considered.)
- (6) All grain inspected on arrival.
- (7) No rule limiting time for reinspection.
- (8) Complete record of physical condition of car.
- (9) Complete record of seals broken.
- (10) Cars for export not resealed. Cars for local trade resealed by inspector.
- (11) Switching is charged against shipper.
- (12) Police protection in yards.
- (13) Ample facilities for drying grain.
- (14) (Not a sample market.)
- (15) (Not a sample market.)

OMAHA.

- (1) Board of Trade supervision of weights.
- (2) Board of Trade supervision of inspection.
- (3) Weighing charges against shipper 35c per car.
- (4) Inspection charges against shipper 40c per car.
- (5) Authorized carload dockage 100 pounds per car.
- (6) All grain inspected on arrival.
- (7) Reinspection allowed 24 hours after cars reach elevator.
- (8) Complete record of physical condition of car.
- (9) No record is made of seals broken by inspector.
- (10) Cars are resealed after inspection by inspector.
- (11) No shipping charges against shipper.
- (12) No reconsignment charges against shipper.
- (13) Police service in railroad yards by railroad watchmen and police.
- (14) Ample facilities for drying grain.
- (15) Rates of commission on cash grain, wheat, rye and barley one cent, corn and oats one-half cent per bu.
- (16) Rate of commission on options 1/8 of one cent per bu.

ST. LOUIS.

- (1) Merchants' Exchange supervision of weights except at Montgomery Elevator B. and the Association Breweries.
- (2) State supervision of inspection.
- (3) Weighing charges at elevators, warehouses and mills against the shipper 35c per car.
- (4) Inspection charges against shipper 50c per car.
- (5) No carload dockage.
- (6) All grain inspected on arrival.
- (7) No rules regarding reinspection.
- (8) Complete record of physical condition of car.
- (9) No record made of seals broken by inspectors.
- (10) Cars resealed in Illinois by Railroad, in Missouri by State Inspector.
- (11) Switching is charged against the shipper.
- (12) Reconsignment charges abolished April, 1906.
- (13) Police service in railroad yards by Merchants' Exchange, watchmen and regular police.
- (14) No facilities for drying grain.
- (15) Rate of commission on cash grain, wheat, rye and barley one cent, corn and oats one-half cent per bu.
- (16) Rate of commission on options 1/8 of one cent per bu.

Supervision of Weights at the different markets is as follows, to-wit: Minneapolis, State supervision; Milwaukee, Chamber of Commerce supervision; Chicago and Peoria, Board of Trade supervision; St. Louis, Merchants' Exchange supervision, except at Montgomery Elevator B. and Association Breweries; Memphis, Merchants' Exchange supervision; New Orleans, Kansas City, Omaha and Baltimore, Board of Trade supervision.

Supervision of weights, as thus established, includes weighing of the grain, making record of car seals and physical condition of cars, also more or less attention to police protection in railroad yards. There has been much improvement in the supervision of weights in these markets during the past six or eight years, and this improvement is due to a considerable extent to the influence and demands of the grain dealers' associations. There has been more or less opposition to the Merchants' Exchange supervision at St. Louis by certain members of that Exchange, and the Railroad and Warehouse Commission of both the states of Illinois and Missouri. The Missouri legislature last Winter passed a law, the effect of which, if enforced, would be to abolish the Merchants' Exchange Weighing Bureau and give the state of Missouri absolute supervision of weights within the state. I understand that the Merchants' Exchange of St. Louis will contest the law and that the state cannot legally assume such jurisdiction over private elevators.

The North Dakota Railroad Commission on August 30 approved the bonds of 1,200 grain elevators.

[For the Ohio Grain Dealers' Association.]

IN YE EARLY DAYS.

BY T. B. MARSHALL.

My father built a grist mill in 1844, when I was a little over 6 years old. This was a time not many years after the elevator with buckets was used. It was the general rule to hoist the grain into the upper stories on the outside with a rope and jack. In fact, much of it was carried up the stairs on the back. I remember father showing me the bottoms of his feet, all bloodshot from the continued weight upon him.

Bags in those days were mostly homemade and held not less than three bushels. If you are so disposed, suppose, when you go home, you try a two-bushel sack of wheat and see how you will like it. There were some strenuous people, however, in those days. Father told me of a young woman who once stood in a half bushel and shouldered one of those three-bushel bags of wheat. But the elevators stopped that practice.

Father made his elevator buckets out of buckeye wood, and I can very well remember when he brought a lot of grooved boards and filled mother's wash boiler with them, boiling them on the kitchen stove, ready to bend. When properly bent, they were held on the belt by screws and would hold probably a pint, not more. The proper caper was for the elevator pulleys, both head and foot, to be two feet in diameter and to run forty revolutions a minute, or 240 feet of strap. The buckets were two feet apart, as it was thought that to be any closer would interfere in delivery.

In a very few years I had to crawl into the sink and rake back the wheat that a farmer might get unloaded quicker, and, with those little buckets, I thought I never would get out. When I did I had to skip upstairs and with a flat wooden shovel (we had no scoops) keep the stream of wheat from backing up into the spout, and then I thought it came awful fast and would never stop.

About 1859 father built a warehouse in Lima, on the New Dayton & Michigan Railroad, now a part of the C. H. & D. We took in the grain from the wagon on a common freight truck run out on boards behind the tail of the wagon; backed into the house with the entire load very often, weighed and untied the bags, letting the contents out on the floor and shoveling it up on the pile. We loaded the first car of oats on that new road in Lima. The siding had not been put in, so we placed the car on the main track then by the use of a lot of ties bridged from house to car. We got a store box and, with the above named truck, rammed the open box into the grain, shoveled it as full as we could, righted it on the truck and shoveled it full. The box was then wheeled into the car, upset and emptied and the grain again shoveled into the ends of the car, until we had loaded a huge load of 600 bushels.

Afterward we put in an elevator with an "old Bonypart" attached to a sweep in the cellar to do the circular work. "Old Rock" was faithful enough, and soon learned to stop when the buckets were empty—and, by the way, he stopped a good many times when they were not empty if any kind of an idea got mixed up with his horse sense that we were out of reach and could not punch him with a stick or hit him with a stone. He got used to anathemas and bad words and would quietly stand with drooped head and patiently switch flies with his tail.

The house itself was built along the ground—laid down on its sill, so to speak—and when the grain landed on the second floor it could go where it pleased. We boxed up the shaft and watched that it did not run down the stairway. When we loaded we put up a spout and let it run from the pile as long as it would and then shoveled the balance until we thought there was enough in the car and then "let 'er go."

As to getting the markets, such a wild, reckless and imprudent waste of money as the use of the telegraph, with its one or two commercial wires between Toledo and Cincinnati, was not even dreamed of. We got the daily papers along about noon and, the railway mail car being then unknown, the mail about the same time came in from the distributing offices. We could then get our letters if we had time to go to the postoffice, the idea of mail delivery not yet having found lodgement in the mind of your Uncle Samuel. Such a sturdy thing as the red letter of our most worthy president, with its various and valuable information, was as a babe not yet conceived, let alone born. Sheets were printed from the board of trade, with all sales, actual and speculative, and every firm arranged for its needs with their name at the bottom, and these were sent to their real and prospective customers, and from these we could mark out a somewhat devious path.

In the latter part of the '60's I came home after helping Mr. Grant and a few other gentlemen with their "thrashing outfit" and found the grain business still in the family. A Mr. Green, I think, in Tippecanoe City, had invented a combined corn sheller and cleaner, and this was being introduced, with other and better ones, so that the handling of ear corn was changed from the country to the town—another example of municipal absorption.

Up to this time the bulk of the grain in the Miami Valley was transported by canal. An opening in Troy presented itself, but candor compels me to say that the possessor of a piece of calico had as many charms for me as the grain business and I got them both.

During the closed season on the canal the houses took in corn, and after loading the upper floors with shelled corn bulkheaded the lower floor, and with wheelbarrows moved all that was offered and piled it up till spring. When navigation opened the barrows were again brought into use, the corn again wheeled over the floor and put into the sheller with a shovel. If, by any chance, corn was coming in, the farmer

obligingly shoveled it direct into the sheller and saved us the handling. I think I see him doing it now!

Boats were loaded by two-wheeled carts, filled from the second floor, weighed and dumped into the boat, the boatmen and the mills then taking charge to destination.

From this time on the strides of the grain business have been many and rapid, until the present day finds the elevator building on end instead of on its side. It has become known that it takes no more trouble to send grain up 75 to 100 feet than to the second floor, and what with corn dumps, automatic feeders, cribbed houses, hopper bottoms, hopper scales, gravity and machine loaders with gasoline engines, about all the grain man has to do nowadays is to sit at the receipt of custom and count the shekels as they are permitted by the terminal and track men to come in.

LATE PATENTS**Issued on August 6, 1907.**

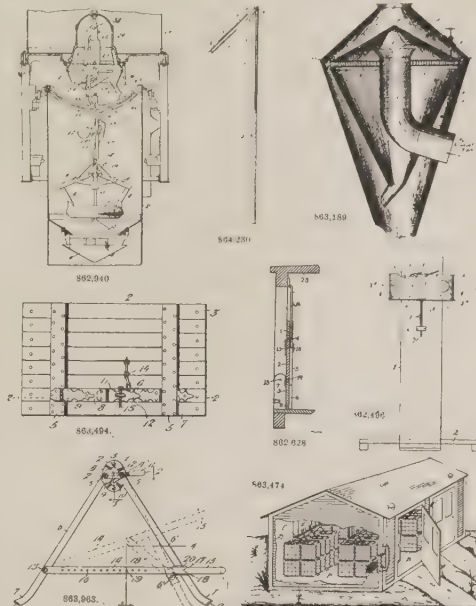
Grain Door for Box Cars.—Henry J. Forst, Louisville, Ky. Filed February 1, 1907. No. 862,628. See cut.

Bag Holder.—William Milbrath, Lakefield, Minn., assignor of one-half to Samuel R. Dubetz, Lakefield, Minn. Filed March 12, 1906. No. 862,496. See cut.

Issued on August 13, 1907.

Automatic Weighing Machine.—Henry Richardson, New York, N. Y. Filed December 18, 1906. No. 862,940. See cut.

Separator.—Christian M. Lauritzen, Chicago, Ill. Filed February 11, 1905. No. 863,189. See cut.



Seed Corn Tester.—Clark E. Twamley, Alexandria, S. D. Filed January 2, 1907. No. 863,474. See cut.

Grain Car Door.—Daniel S. Bailey, Rantoul, Ill. Filed May 26, 1906. No. 863,494. See cut.

Issued on August 20, 1907.

Bag Holding Device.—Charles F. Asplund, Minneapolis, Minn. Filed January 7, 1907. No. 863,963. See cut.

Issued on August 27, 1907.

Grain Door for Cars.—Walter W. Decker, Minneapolis, Minn., assignor of one-half to Louis P. Snow, Minneapolis, Minn. Filed August 13, 1906. No. 864,230.

For Sale

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

ELEVATORS AND MILLS**FOR SALE.**

Elevators in North Dakota, Minnesota and South Dakota. If interested, write

W. J. HARTZELL, Chamber of Commerce, Minneapolis, Minn.

FOR SALE.

Elevators in Illinois and Indiana that handle from 150,000 bushels to 300,000 bushels annually. Good locations. Prices very reasonable. Address JAMES M. MAGUIRE, Campus, Ill.

FOR SALE OR EXCHANGE.

A 25,000-bushel elevator; new; equipped with grain dump and ear-corn dump; electric power. Located in the heart of corn belt; Illinois city of 23,000; best of shipping facilities. Address

A1, Box 9, care "American Elevator and Grain Trade," Chicago, Ill.

FOR SALE.

A modern 100-barrel mill and feed mill in Michigan; sifter system; good boiler and engine and pumps. Mill now running and supplying city with electric light. Private side track to mill. Address

MICHIGAN, Box 8, care "American Elevator and Grain Trade," Chicago, Ill.

MACHINERY**ENGINES FOR SALE.**

Gasoline engines for sale, 5, 7, 10 and 20 horsepower.

TEMPLE PUMP CO., 15th Place, Chicago, Ill.

FOR SALE.

One 25-horsepower Fairbanks-Morse Gasoline Engine; fine condition. Address or inquire, 1370 W. LAKE ST., Chicago, Ill.

FOR SALE.

One No. 37 Howes Oat Clipper, good as new. Address

THE ADY & CROWE MERCANTILE CO., Denver, Colo.

FOR SALE.

One No. 9 Monitor Oat Clipper.
One Fairbanks Hopper Scale, capacity 60,000 pounds.

ROSENBAUM BROS., 77 Board of Trade, Chicago, Ill.

FOR SALE CHEAP.

Two 12-inch cast-iron turn-heads; one No. 2 Western Corn Sheller; one No. 4 Barnard's Improved Dustless Corn Cleaner.

CRABBS, REYNOLDS, TAYLOR CO., Crawfordsville, Ind.

FOR SALE.

One 12-horsepower Webster Improved Gasoline Engine and accessories, all in good condition. For particulars address

FRANK J. NEBERGALL, Trustee, Davenport, Iowa.

FOR SALE.

Gasoline engines; one 54-horse Fairbanks-Morse; one 28, one 16, one 12, 2, 8 and 25 horsepower Sterling Charter. All sizes and prices in small sizes.

A. H. McDONALD, 38 W. Randolph St., Chicago.

MACHINERY FOR SALE.

Three Gorton Improved Centrifugal Reels, 10 feet long; one H. A. Barnard Middlings Purifier, speed 450; three stands flour rolls, 8x18. All the above are almost as good as new; will sell cheap.

T. S. WILSON, Spickard, Mo.

FOR SALE.

One Invincible Oat Clipper; one Foos Attrition Mill; one No. 4½ and one No. 2½ Western Combined Sheller and Cleaner; one new Howe R. R. Track Scale, latest make. These machines and the scale are exceptionally good bargains. Address

A. S. GARMAN & CO., Akron, Ohio.

SCALES**SCALES FOR SALE.**

Scales for elevators, mills, or for hay, grain or stock; new or second-hand at lowest prices. Lists free.

CHICAGO SCALE CO., 299 Jackson Boulevard, Chicago, Ill.

Miscellaneous & Notices

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

FLOUR MILLS AND ELEVATORS.

We sell 'em; we buy 'em; we trade 'em; we insure 'em—Mills and Elevators. If you want to do any of these write us.

BUCKEYE BROKERAGE CO., C. B. Jenkins, Mgr., Marion, Ohio.

SITUATIONS WANTED**WANTED.**

Position as manager of elevator or line of elevators; 18 years' experience; keep double-entry books; best of reference. Address

A. W. WALLS, New Richmond, Ind.

WANTED.

Position as elevator man with some grain company. Would like to have full charge and operate country elevator. Am a good judge of grain. Am also a practical miller and am up to date in the milling and grain business. Might accept position as miller with some reliable company. Can furnish best of references, etc. Would prefer Nebraska or adjoining states. Address, with full particulars,

G. T., 504 North Ault St., Moberly, Mo.

ELEVATORS WANTED**WANTED.**

Elevator or mill and elevator for good improved Illinois or Iowa farm. Address
IOWA, Box 1, care "American Elevator and Grain Trade," Chicago, Ill.

LOCATIONS FOR ELEVATORS.

Good locations for elevators and other industries on the line of the Belt Railway of Chicago. Low switching rates and good car supply. For further information address

B. THOMAS, Pres., Room 11, Dearborn Station, Chicago, Ill.

ROOFING AND SIDING.**SYKES STEEL ROOFING CO.**

114 W. 19th Place, Chicago

MAKERS OF FIREPROOF WINDOWS

WE manufacture all gauges of corrugated iron, either painted or galvanized. We make Patent Cap Roofing, Roll Cap Roofing, "V" Crimped Roofing, Metal Ceilings, etc., etc.

We make a specialty of

**Corrugated Iron and
Metal Roofing
For Grain Elevators**

And take contracts either for material alone or job completed. Write us for prices. We can save you money.

GRAIN RECEIVERS**PITTSBURG****HAY WANTED**

We are always in the market for Hay and Grain of all kinds. Our position as Leading Hay and Grain Dealers enables us to get top prices. We guarantee a square deal to every consignor, and liberal advances.

DANIEL McCaffrey's Sons Co.

Leading Hay and Grain Dealers, PITTSBURGH, PA.

References: Duquesne Nat'l Bank. Washington Nat'l Bank.

H. G. MORGAN**THE PITTSBURG HAY MAN**

Ear Corn, Oats and Hay

PITTSBURG, PA.

D. G. Stewart & Geidel

GRAIN, HAY AND FEED

RYE A SPECIALTY

Office 1019 Liberty St.

Pittsburg, Pa.

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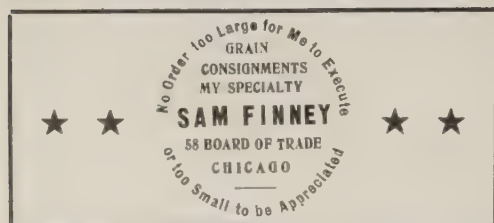
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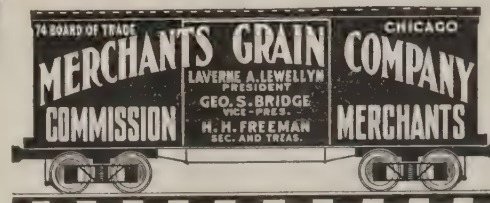
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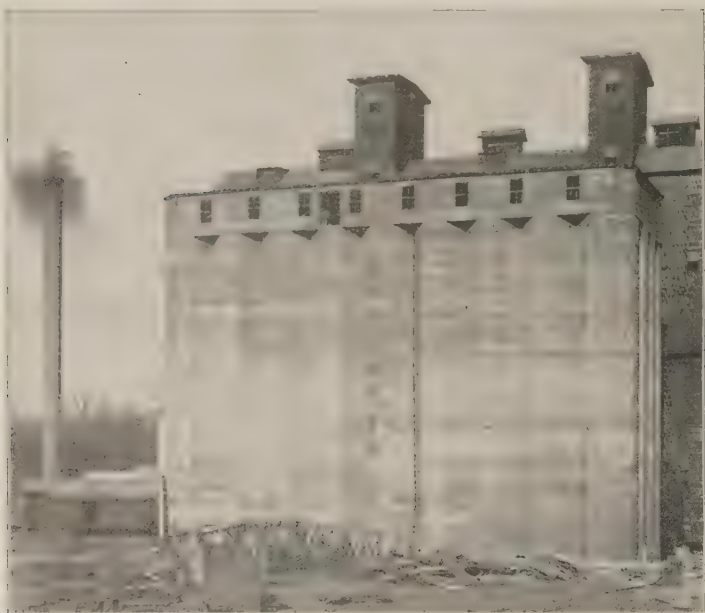
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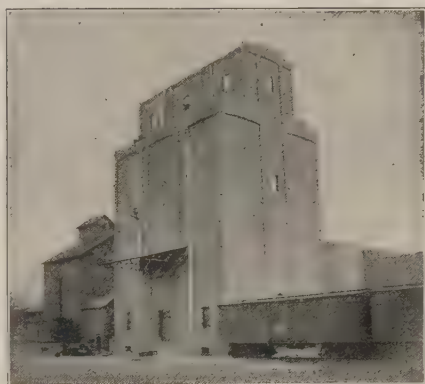
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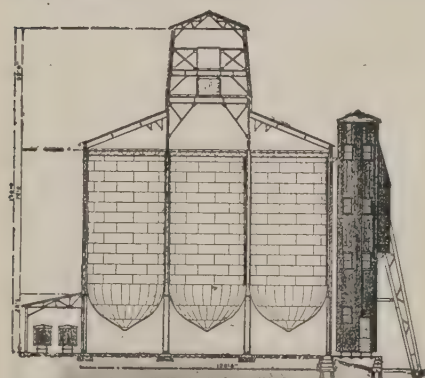
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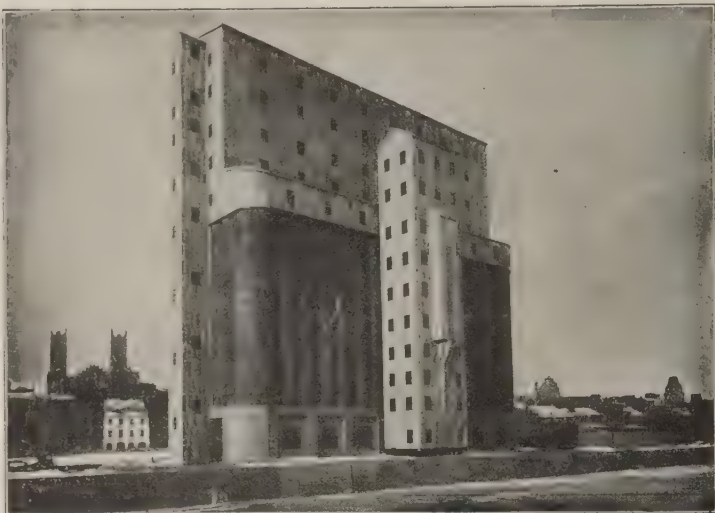
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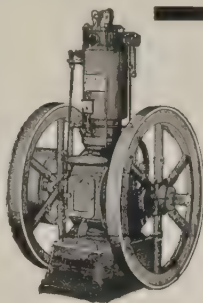
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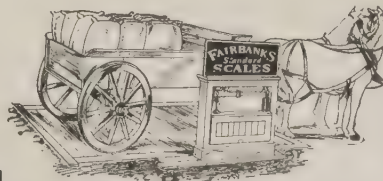
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It causes the dump to settle down easily without the least jar or jerk and prevents accident to wagon or team.

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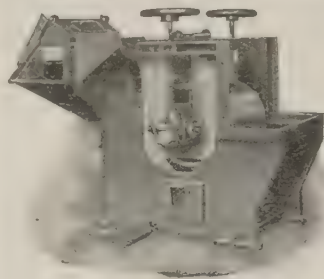
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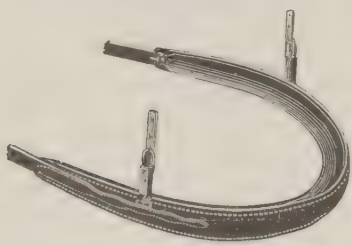
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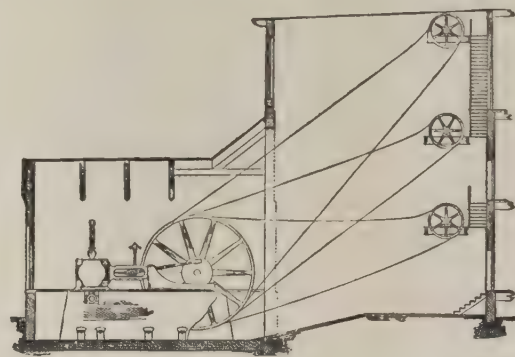


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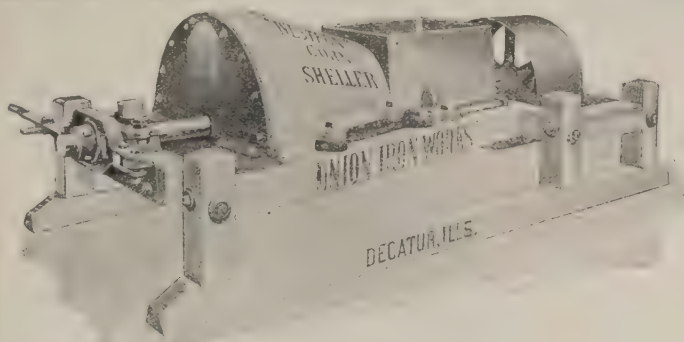
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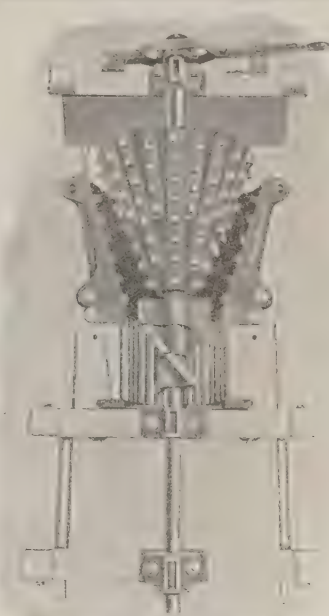
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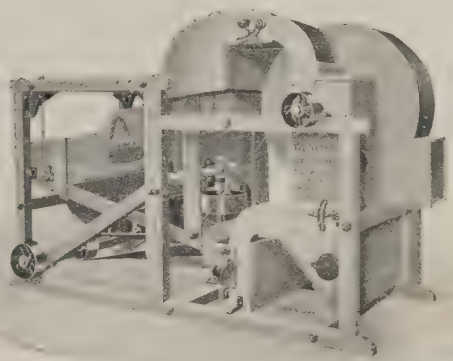
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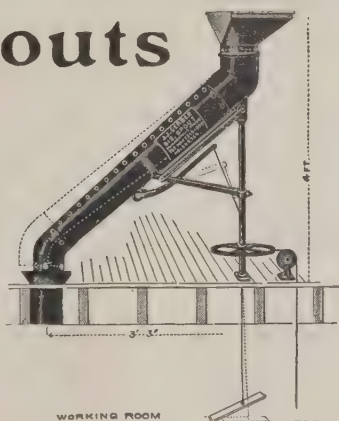
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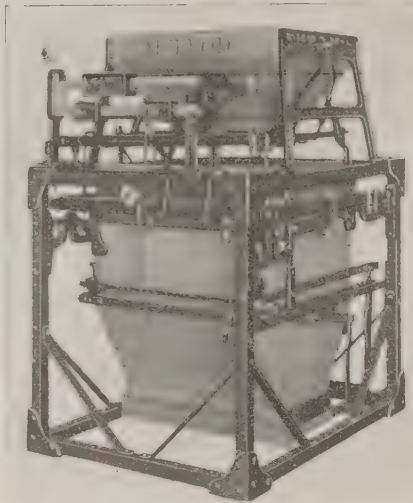
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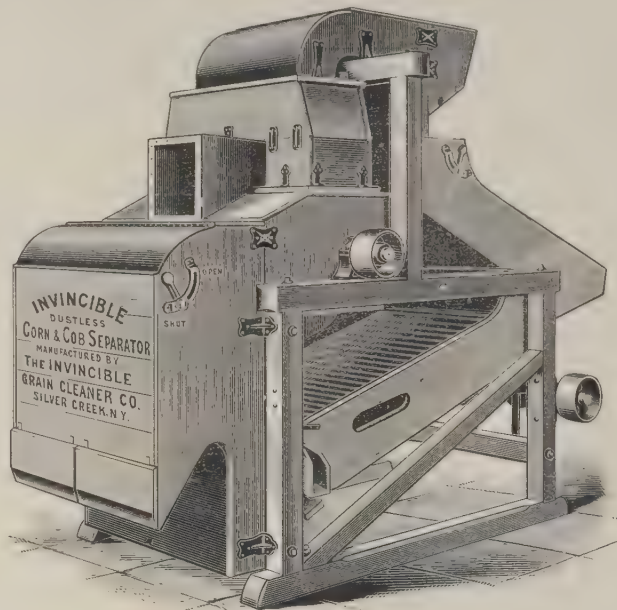
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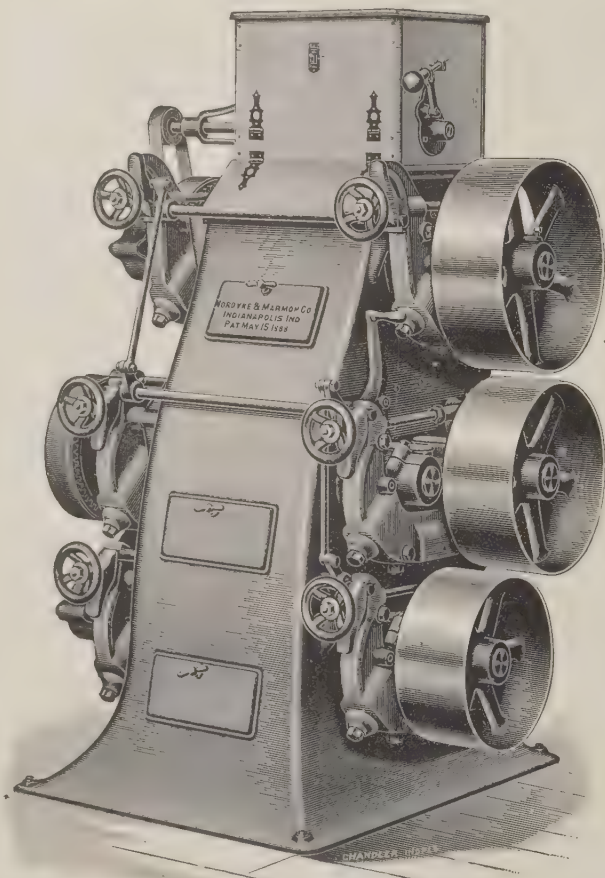
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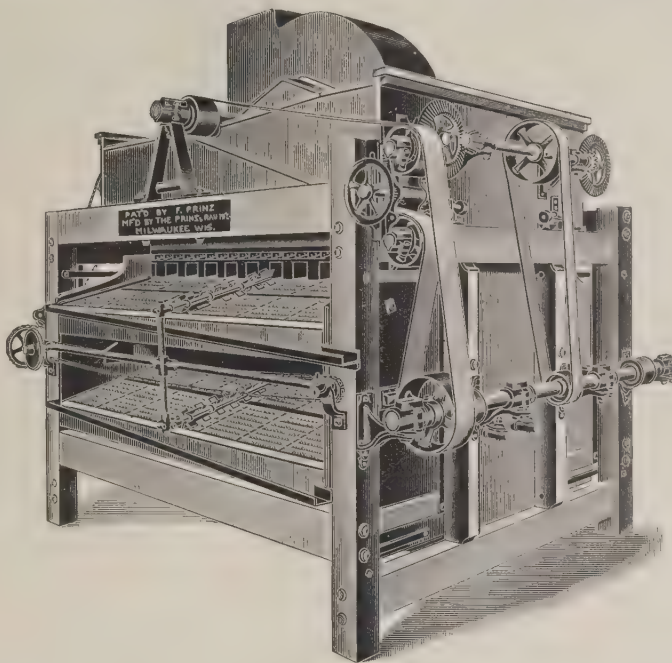
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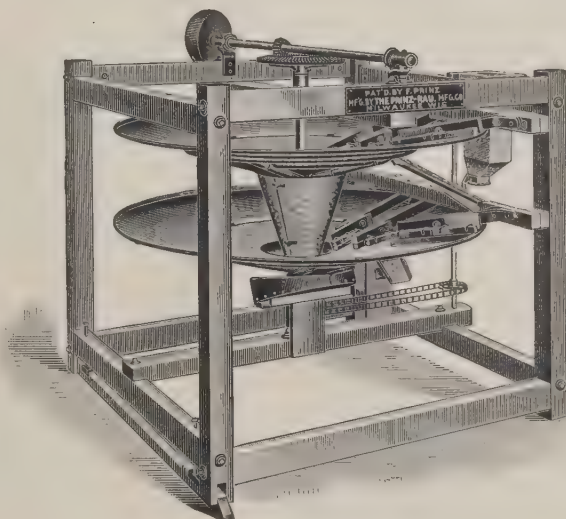
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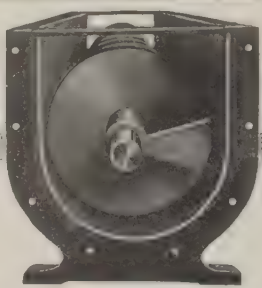
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Helicoid flight is one continuous strip of metal end to end of pipe. Other is short sections lapped and riveted together every turn or half turn around the pipe.

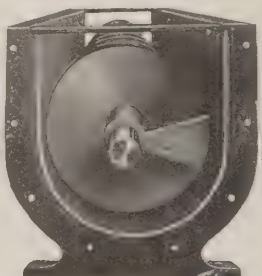
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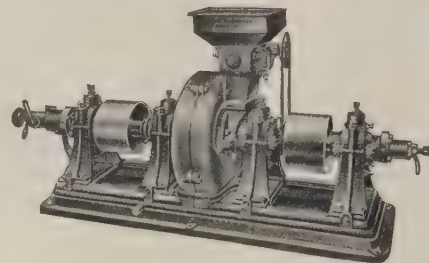
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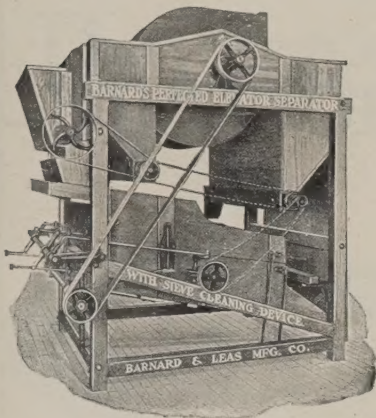
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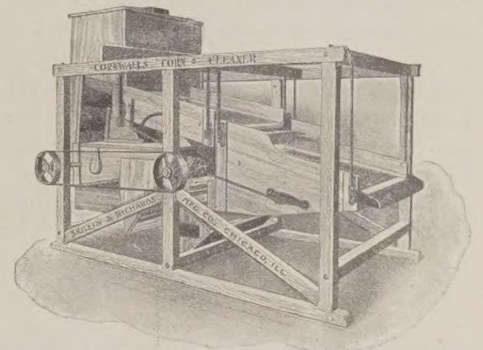
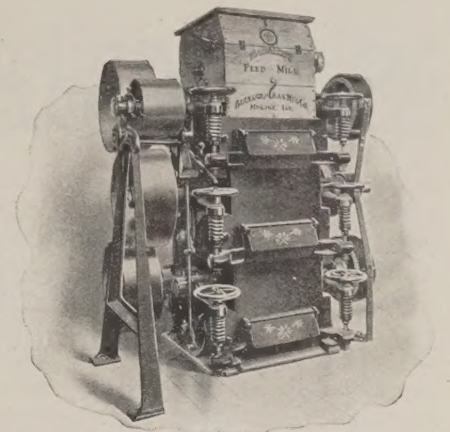
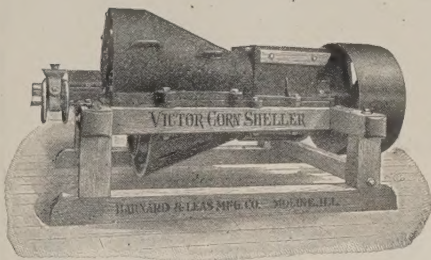
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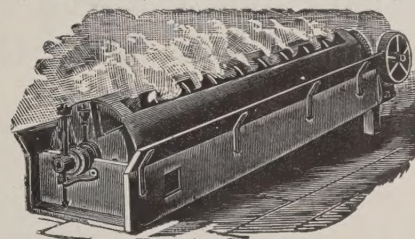
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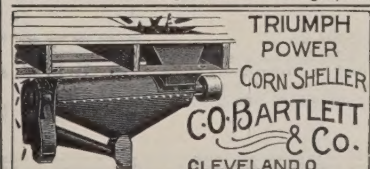
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Most of the big grain dealers have large HESS DRIERS. The smaller houses may be amply protected with our carload-a-day machine. Price \$600.00 and \$900.00 f. o. b. Chicago.

Ask us about them. Free booklet.

HESS WARMING AND VENTILATING CO.

910 Tacoma Building, Chicago, Ill.



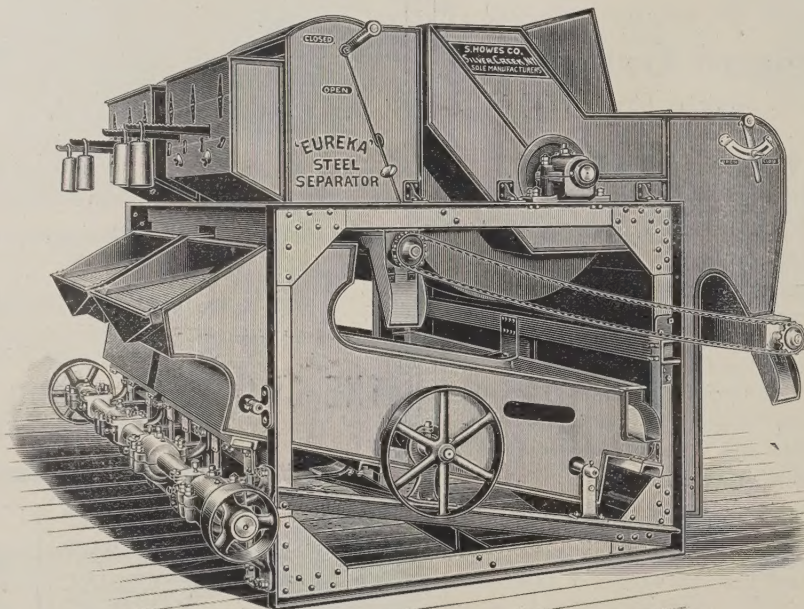
The Hecker-Jones-Jewell Milling Company in New York are using two of these Eureka Cleaners in their 10,000-barrel mill.



They decided to use them after a most careful examination into the merit of all Steel Cleaners.

All Steel Construction.

Sieve cleaners under sieves.



When you need cleaners we invite your most thorough examination into the substantial construction of this machine.

Self-Oiling Boxes used exclusively.

Shoes Counterbalanced.



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W. E. SHERER, 412 S. Third St., Minneapolis, Minn.
J. D. MATTESON, 412 S. Third St., Minneapolis, Minn.
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SOLE MANUFACTURERS

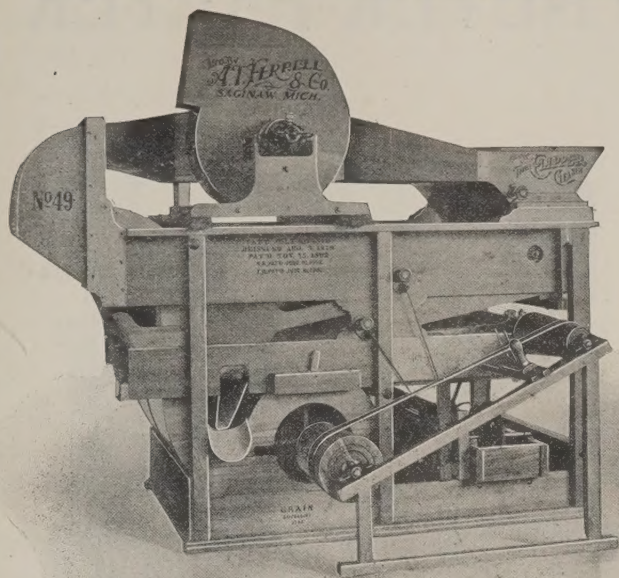
THE S. HOWES CO.,

"Eureka Works"

SILVER CREEK, N. Y.



The "Clipper" Cleaners with Traveling Brushes



Our traveling Brush device is the simplest, strongest and best made. Strong fibre brushes are made to travel back and forth across the under side of the screens, thoroughly brushing them and freeing the perforations from any grain or seed with which they may become clogged, making it impossible for the meshes to fill up.

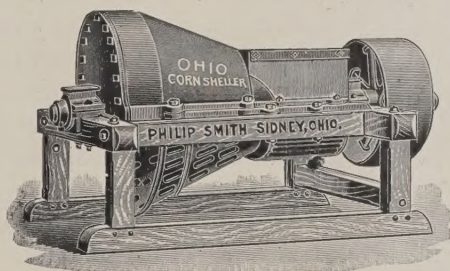
Any man who has used a Cleaner or Separator knows that the meshes or perforations in the lower screen soon become clogged so that it is necessary to "scrape" or "pound" the screen in order to clear the perforations. Our Traveling Brushes keep the screens clear all the time, and make the capacity and work of the machine uniform.

With a machine not equipped with the Traveling Brushes it is often necessary to keep one man in constant attendance when cleaning a dirty run of stock, to keep the screens clear and insure satisfactory work.

The advantages of using one of our machines equipped with Traveling Brushes is apparent: The quality of the work is improved; the capacity of the machine is increased; the cost of operation is reduced, and one has the satisfaction of knowing that he has the best that money can buy.

Catalogue with prices and full description upon application.

A. T. FERRELL & CO., Saginaw, Michigan



Corn Shellers

Corn Cleaners

Drags, Dumps, Etc.

When you want any machinery
or supplies for your elevator,
write us for prices :: :: ::

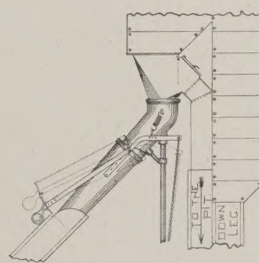
THE PHILIP SMITH CO.
SIDNEY, OHIO

THE PEERLESS

Automatic Distributing Spout

WITH THE

Peerless Automatic Head Hopper



Distributes all the grain all the time. Mixing grain when distributing it is impossible. Scattering grain when distributing it is impossible. Sending grain down the back leg is impossible. It fits in place of any other spout. It operates the same as other spouts. It uses the same indicator as other spouts. Any other spout works with the Head Hopper.

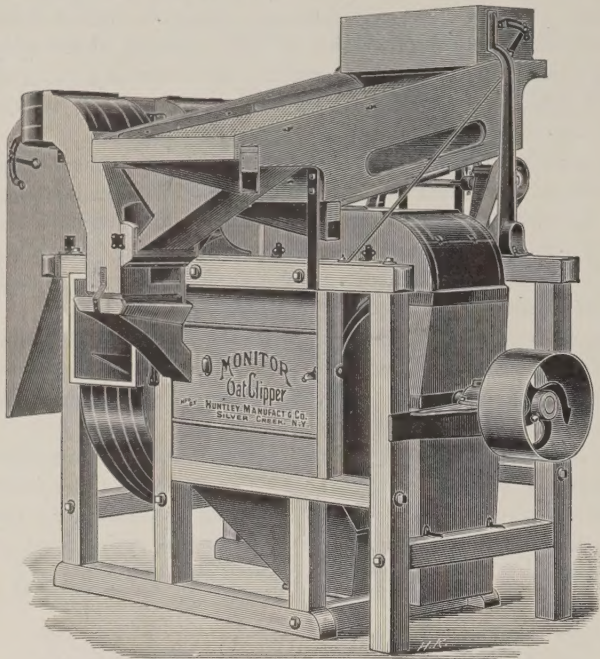
IT WILL SERVE 14 BINS

The Distributing Spouts are sold together with the Head Hopper or separate.

Write for Circulars and Prices

Peerless Grain Spout Co.
505 Commonwealth Ave.
Detroit, Michigan

THESE "MONITORS" WILL STAND THE SEVEREST TESTS AND NEVER FALTER

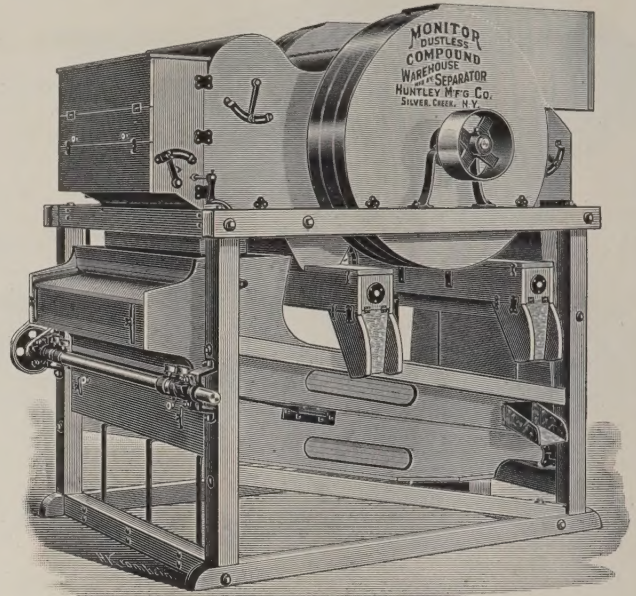


THE MONITOR OAT CLIPPER

The Monitor Oat Clipper does its work rapidly, perfectly and without waste, making it the most satisfactory machine of its class. Clipped oats command a higher price than oats not subjected to this operation and can be more profitably clipped on the Monitor than on any other machine.

Four distinct separations are made on this machine, leaving the oats in the cleanest form. The machine is adjustable so that light or severe clipping may be accomplished as desired.

As we build this machine in wood and all steel construction, we can meet the requirements of any plant.



THE MONITOR COMPOUND SHAKE SEPARATOR

The Monitor Compound Shake Separator is one of the best machines we make, and for warehouse or receiving purposes fills a need in many plants, as it is specially designed to eliminate all possible jarring and shaking. This is accomplished by making two separate shoes, working on separate eccentrics but perfectly counterbalanced. Perfect balance is thus secured. The machine has the same screen and air separations as the regular warehouse separator, and except in the operation of the shoe operates as the regular separator.

It is built in eleven sizes, with capacities running up to 4,000 bushels per hour.

A FEW WORDS ABOUT MONITOR FLAX MACHINES—LISTEN

Monitor Flax Separators are accepted by everyone handling flax as embracing all those qualities which make them the best machines on the market. For instance, Style A will clean flax down to 2 per cent or better at one operation and will save the flax to a larger percentage than any machine made.

There are five styles of Monitor Flax Separators and we shall be glad to send anyone interested a catalogue of the line. In this way you can see the points of superiority of each style and secure exactly what is best for your need. We shall be glad, too, to refer you to users in your immediate locality.

HUNTLEY MFG. CO., Silver Creek, N. Y.

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